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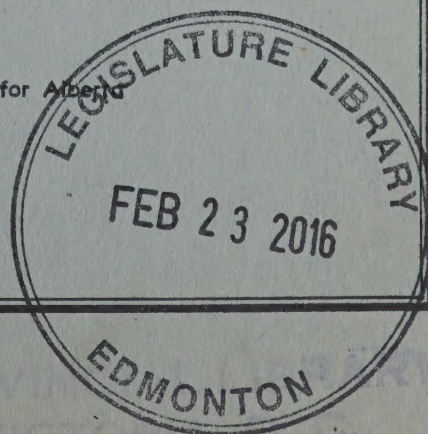
ANNUAL REPORT
OF THE
DEPARTMENT
OF HIGHWAYS
OF THE
PROVINCE OF ALBERTA
1954 - 55


PUBLISHED BY
ORDER OF THE LEGISLATIVE ASSEMBLY

EDMONTON

Printed by A. Shnitka, Queen's Printer for Alberta

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Edmonton, August 18th, 1955

To His Honour,

J. J. BOWLEN,

Lieutenant Governor of the Province of Alberta.

Sir:

The undersigned has the honour to submit herewith the Report of the Department of Highways for the year ended March 31, 1955.

Respectfully submitted,

GORDON E. TAYLOR,

Minister of Highways.

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

**REPORT OF THE
DEPUTY MINISTER OF HIGHWAYS**

For the Fiscal Year ended March 31, 1955

Hon. Gordon E. Taylor,
Minister of Highways.

Sir:

I have the honour to submit herewith the report covering the activities of the Department of Highways for the fiscal year ended March 31, 1955.

HIGHWAY MAINTENANCE AND FERRIES

The mileage of main highways maintenance during the year was 5,176. The sum of \$3,682,492.36 was expended for main and secondary highways. The sum of \$8,157,164.26 was expended for construction and maintenance of district highways and local roads in improvement districts, municipal districts and special areas.

There were 48 ferries operated by the Province during the season with a total expenditure on ferry reconstruction, construction, operation and maintenance of \$345,769.14.

HIGHWAY CONSTRUCTION

During the 1954 construction season, 346.33 miles of subgrade construction were completed, including 13.5 miles of subgrade widening. 17.85 miles of shoulder widening on surfaced highways were completed and 554.14 miles of highways were gravel surfaced.

In addition, 242.26 miles of stabilized base course with the top lift asphalt bound were placed together with 14.89 miles of stabilized gravel on widened shoulders. 314.38 miles of hot plant mix asphaltic surface course were completed. 98.89 miles of asphaltic seal coat were also placed. 727.70 miles of centreline striping were painted, as well as 21 railway crossings.

On the 24th day of April, 1950, an agreement was formally entered into with the Government of Canada for the construction of the Trans-Canada Highway. During the past fiscal year, work completed on Trans-Canada Highway consisted of 38.04 miles of asphaltic bound stabilized base course, 42.96 miles of asphaltic hot plant mix surface course with an additional 34.49 miles having the first two lifts placed. These mileages are included in the totals quoted above.

A test section of asphaltic hot plant mix surfacing incorporating a rubber additive was constructed on Highway 16, extending west approximately one mile from the railway crossing east of Clover Bar. Adjacent sections using the same type of asphalt without the additive, and of our standard grade, were placed under the same construction conditions to permit a comparison of various features with passing time. This is a long-term experiment and it may not be possible to evaluate results for some years.

Excessive rainfall considerably delayed progress of the 1954 construction program.

BRIDGE CONSTRUCTION AND MAINTENANCE

The work of the Bridge Branch included the erection of steel and timber bridges and culverts on main highways. Twenty-four steel bridges, 108 precast concrete bridges, 2 reinforced concrete bridges and 11 timber bridges were constructed during the year and 127 steel bridges and 267 timber bridges were repaired, and 12 steel bridges and 46 timber bridges were reconstructed. A total of 861 structures were dealt with during the year.

On the Trans-Canada Highway, 1 reinforced concrete bridge was constructed, 1 concrete bridge reconstructed (widening) and 1 timber bridge reconstructed (widening), also 3 projects of concrete protection work were completed. A total of 6 projects were dealt with during the year.

SURVEYS

The report of the Director of Surveys shows a decrease in the number of surveys carried forward to the ensuing year.

LOCATIONS

Provision was made in the 1953-54 estimates for the establishing of a Highways Locations Branch. The activities of this branch are contained in the report of the Chief Locations Engineer.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, R.S.A. 1942, is administered by the above Board.

Respectfully submitted,

A. FRAME,

Deputy Minister.

MAINTENANCE BRANCH

DEPARTMENT OF HIGHWAYS

MAIN HIGHWAYS MAINTENANCE

HIGHWAY SAFETY CONTROL

DISTRICT HIGHWAYS AND LOCAL ROADS IN IMPROVEMENT AND MUNICIPAL DISTRICTS

FERRIES OPERATION, MAINTENANCE, REPLACEMENTS AND INSTALLATIONS

J. H. JOHNSTON, Chief Maintenance Engineer

The maintenance of main and secondary highways, construction and maintenance of district highways and local roads in improvement districts, construction and maintenance of district highways and local roads in municipal districts where assistance was given in the way of grants, and maintenance and construction of ferries, were carried out under the supervision of ten district engineers and five assistant district engineers.

As a result of very abnormal precipitation during the first part of the season, the maintenance of main and secondary highways was heavy, resulting in high costs. This condition also delayed work in improvement

and municipal districts to such an extent that little construction was accomplished until the middle of August. The fall season was exceptionally favourable and the program for the season was completed.

Detailed information covering expenditures for the fiscal year 1954-55 is contained in the following statements as submitted with this report.

(1) Statement showing expenditure on maintenance of main and secondary highways. The total mileages in these classes of highways is as follows:

	Gravelled	Asphalt	Total
Main Highways	1,778.00	1,564.00	3,342.00
Secondary Highways	1,709.00	125.00	1,834.00
Totals	3,487.00	1,689.00	5,176.00

Regravelling of main and secondary highways, maintenance, snow removal, centre line striping, warning signs at railway crossings and school zones and the erection of highway signs, were carried out. The following are details of expenditures:

Ordinary Maintenance	5,176.00 miles	\$3,122,684.67
Snow Removal	5,176.00 miles	111,152.44
Regravelling	536.00 miles	329,255.57
Centre Line Striping, Pavement Messages, Railway Crossings, School Zones and Stop Traffic....	548.00 miles	29,304.69
Erecting Highway Signs		81,973.50
Highway Safety Control and Inspections under Highway Control		8,121.49
Total		\$3,682,492.36

(2) Statement showing the distribution from income account of expenditure in the construction and maintenance of district highways and local roads in improvement districts, municipal districts and special areas, total of which amounted to \$8,157,164.26, divided as follows:

Improvement Districts	\$4,509,101.77
Municipal Districts	3,348,330.79
Special Areas	125,000.00
Special Contingencies	174,731.70
Total	\$8,157,164.26

Details as follows:

Miles of roads graded	2,909.60
Miles of roads gravelled	4,866.45

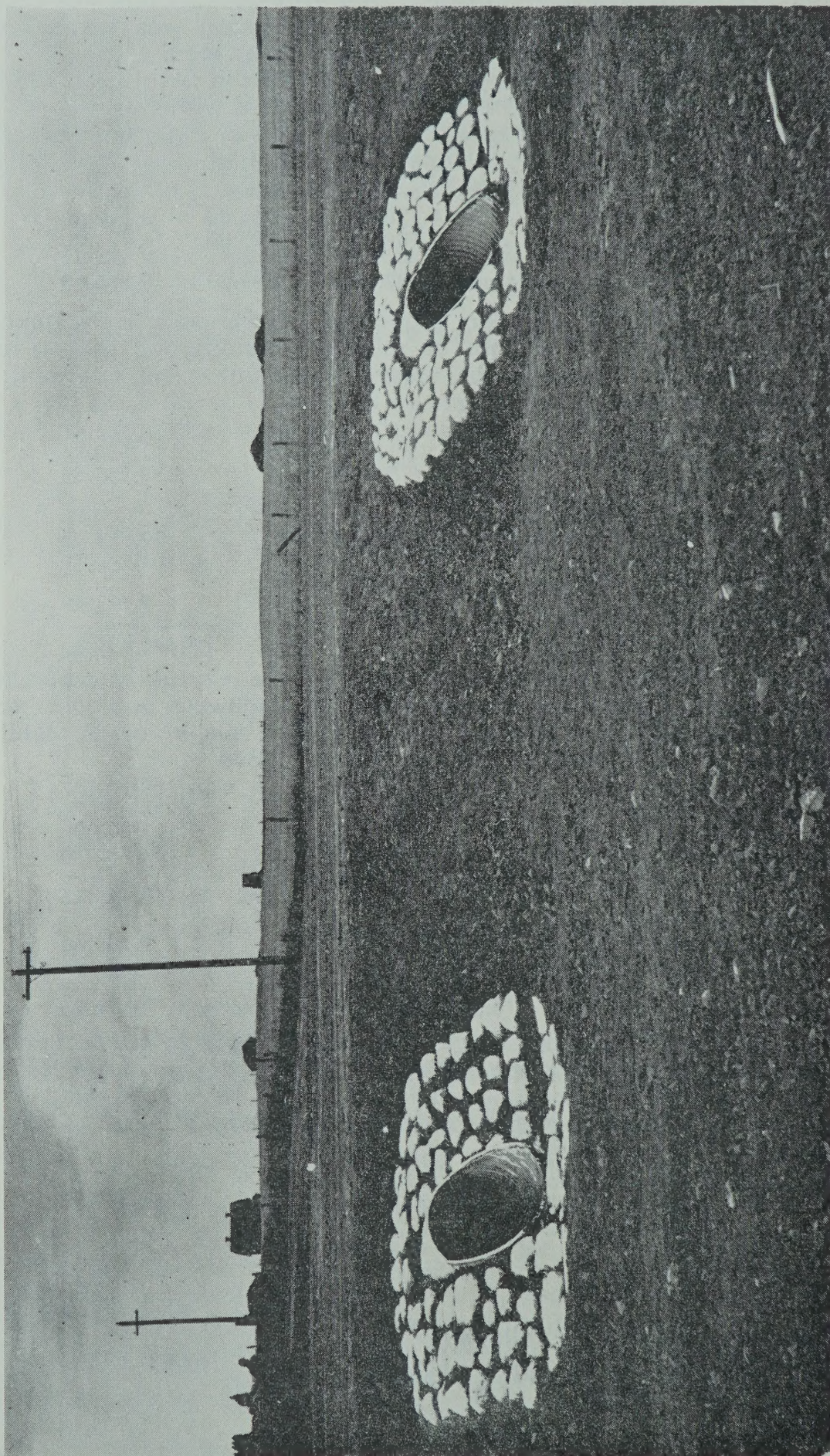
Total mileage of roads improved 7,776.05

(3) Statement showing in detail the expenditures made in connection with the operation, maintenance, reconstruction and installation of ferries from both capital and income accounts. There were 48 ferries operated in the Province during the season with a total expenditure of \$345,769.14, divided as follows:

Operation of Ferries including Replacements of Ferries at Bow Island, Lac Ste. Anne and Lett's Crossing	\$308,382.52
New Installations at Drayton Valley on the North Saskatchewan River and South of Rolling Hills on the Bow River	37,386.62
Total	\$345,769.14

(4) Total Expenditures as follows:

Highway Maintenance	\$3,682,492.36
Improvement Districts, Municipal Districts and Special Areas	8,157,164.26
Ferries	345,769.14
Total	\$12,185,425.76



Highway No. 2, North of Crossfield, showing Subgrade Construction, Drainage Culvert Installations with Hand Laid Rip-Rap on the 4 lane divided highway.

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

MAIN HIGHWAYS MAINTENANCE

EXPENDITURE ON THE MAINTENANCE OF MAIN AND SECONDARY HIGHWAYS

For the Fiscal Year ended March 31, 1955

LOCATION:	Miles	Amount
Walsh to Bassano	129	\$ 30,822.86
Medicine Hat to Grassy Lake	49	8,543.09
Brooks to Duchess	14	11,356.48
Irvine to Wildhorse	71	42,468.08
Carway to Nanton	104	71,920.31
Grassy Lake to Crowsnest	149	122,987.53
Lethbridge to Coutts	63	9,387.33
Lethbridge to Waterton	71	23,486.98
Pincher to Waterton	30	24,613.86
Monarch to Carmangay	26	8,223.52
Lethbridge to Turin	36	9,109.60
Cardston to Immigrant Gap	15	1,223.75
Welling to Craddock	15	1,887.80
Bassano to Banff Park Gates	163	92,248.00
Nanton to Didsbury	91	71,942.43
Okotoks to N.E. Corner 17-18-2-5	24	10,364.08
Calgary to Bowness Park	5	2,419.15
Inverlake to S.E. 16-28-21-4	68	10,528.28
S.E. Corner 16-28-21-4 to Alsask	134	97,499.02
Drumheller to Wayne to East Coulee	16	17,475.35
Beiseker to Twining	25	11,231.90
Midnapore to Black Diamond	31	19,352.36
Carmangay to High River	59	27,149.43
Vulcan Corner to Cheadle	44	21,624.42
Carbon to West and South	16	4,591.83
Hanna to Garden Plains	20	6,006.20
Wetaskiwin to Edmonton	38	41,496.16
Hayter to Wetaskiwin	165	61,005.23
Junction No. 17 Highway to Edmonton	169	65,190.93
Fort Saskatchewan to Junction No. 17 Highway	43	22,712.36
Lloydminster to Edmonton	154	239,486.84
*Lloydminster South and North	56	10,024.70
Bashaw to Ervick	31	9,762.89
Battle River to East of Lavoy	78	14,165.55
Wainwright to Elk Point Bridge	74	49,867.57
Junction of Highway No. 41 to Junction No. 15 Highway	109	43,944.97
Bremner to Fort Saskatchewan	10	1,737.15
Didsbury to Wetaskiwin	100	95,185.82
Red Deer to Nordegg	106	39,572.07
Compeer to Nevis	144	79,921.22
Nevis to Norbuck	98	59,689.13
Wetaskiwin to Norbuck	51	20,331.08
Bentley to Sylvan Lake	11	4,125.42
Twining to Bashaw	81	30,767.67
Olds to Sundre	24	11,058.60
Garden Plains to Battle River	41	10,702.46
Penhold to Lousana	28	9,700.87
Tees to Mirror	9	4,567.75
Bentley to Gilby	19	3,849.85
Ponoka to West of Doreenlee	11	2,673.08
Innisfail to Clearwater River	43	15,971.49
Spedden to St. Paul—Cold Lake	105	80,324.57
Elk Point Bridge to Junction Highway No. 28	8	9,878.66
Lac La Biche to 2 Miles South of Atmore	27	18,723.47
Edmonton to Jasper Park Boundary	198	252,522.32
Jasper Highway to Kapasiwin Beach	2	499.42
Jasper Highway to Seba Beach	2	2,071.09
Junction Highway No. 16 to Macleod River	9	6,032.61

LOCATION:	Miles	Amount
Junction Highway No. 43 to Alberta Beach	6	1,476.31
Edmonton to Country Club	2	276.24
Leduc to Norbuck	55	24,024.19
Carvel Corner to Two Creeks	122	65,661.44
Bickerdike to Mountain Park	66	25,117.13
Leyland to Luscar	4	3,112.91
Coalspur to Foothills	12	2,383.56
Edmonton to Faust	213	524,458.89
Edmonton to Fort Saskatchewan	14	15,775.03
Clyde to Fort Assiniboine	56	24,493.06
Edmonton to Spedden	104	59,589.55
Namoo to Gibbons	19	9,484.89
Westlock to Smith	78	51,140.54
2 Miles South of Atmore to Junction No. 28 Highway	67	28,284.26
Dunvegan to B.C. Boundary	112	81,146.64
Triangle to Junction No. 2 Highway	107	119,153.17
Valleyview to Mile 156.0	46	15,890.46
Watino to Blueberry Corner	69	24,699.16
Faust to Dunvegan	190	181,397.69
Grimshaw to Notikewin to North Boundary	300	188,957.96
Donnelly to Watino	22	5,237.69
†General		136,513.78
Highway Safety Control		8,121.49
Unemployment Insurance		6,965.04
Board		3,104.64
	5,176	\$3,682,492.36

*Maintenance of this highway undertaken by the Province of Saskatchewan, the Province of Alberta paying 50% of the Maintenance charges.

†Grants to Cities are included in the General File.

City of Drumheller	\$ 455.00
City of Lethbridge	2,917.50
City of Red Deer	845.00
City of Wetaskiwin	710.00
City of Calgary	8,810.00
City of Edmonton	17,248.50
City of Medicine Hat	4,275.00
	\$ 35,261.00
S.W. 20—1954/55—Safety Council Meeting	\$ 839.51



Snow Removal Heavy Equipment "V" Plows on Highway No. 14

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

EXPENDITURE ON CONSTRUCTION AND MAINTENANCE
OF DISTRICT HIGHWAYS AND LOCAL ROADS

For the Fiscal Year ended March 31, 1955

GRANTS TO MUNICIPAL DISTRICTS

	Total		Total
*General	\$ 5,997.73	M.D. 73	\$ 70,909.00
Unemployment Insurance	1.01	M.D. 74	42,632.82
M.D. 2	69,846.00	M.D. 75	86,964.00
M.D. 6	68,316.40	M.D. 81	98,637.68
M.D. 9	44,096.00	M.D. 82	87,604.00
M.D. 14	62,329.00	M.D. 83	54,391.00
M.D. 25	101,787.00	M.D. 84	58,502.00
M.D. 26	90,745.00	M.D. 86	72,987.00
M.D. 31	83,235.00	M.D. 87	13,109.00
M.D. 34	15,577.00	M.D. 88	12,572.00
M.D. 40	47,621.00	M.D. 89	74,435.00
M.D. 43	49,567.00	M.D. 90	61,992.31
M.D. 44	53,063.27	M.D. 91	48,233.00
M.D. 45	27,645.00	M.D. 92	80,154.00
M.D. 47	49,188.00	M.D. 93	82,664.00
M.D. 48	95,857.18	M.D. 94	21,790.00
M.D. 49	96,980.00	M.D. 103	61,517.00
M.D. 52	52,257.00	M.D. 130	37,541.06
M.D. 53	48,467.00	M.D. 133	14,318.00
M.D. 54	85,984.00	M.D. 135	18,739.15
M.D. 55	116,442.00	M.D. 136	27,547.58
M.D. 56	18,115.00	County No. 1	89,330.00
M.D. 57	10,923.30	County No. 2 (Vulcan)	88,999.00
M.D. 61	56,787.00	County No. 3	77,177.50
M.D. 62	83,838.00	County No. 4	84,972.00
M.D. 63	102,469.00	County No. 5	74,565.00
M.D. 64	85,450.00		
M.D. 71	108,140.80		
M.D. 72	75,323.00		
			<u>\$3,348,330.79</u>

*NOTE:—General is expenses incurred by Engineering Inspectors.

SUMMARY

Income Account:

Appropriation 2106-1A—Grants to Improvements Districts	\$4,509,101.77
2106-1B—Grants to Special Areas	125,000.00
2106-1C—Grants to Municipal Districts	3,348,330.79
2106-1D—Special Contingencies	174,731.70
	<u>\$8,157,164.26</u>

Salaries are included in Appropriation 2109.



Medicine Hat bridge, South Saskatchewan river.

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

STATEMENT OF EXPENDITURE ON MAINTENANCE, REPLACEMENTS
AND CONSTRUCTION OF FERRIES

For the Year ended March 31, 1955

Location	River	Operation and Maintenance	Replacements and Installation	Construction	Total
Desjarlais	North Saskatchewan	\$ 4,779.02	\$	\$	\$ 4,779.02
Holmes Crossing	Athabasca	19,796.23	2,282.25	878.01	22,956.49
Dorothy	Red Deer	2,523.06	76.45		2,599.51
Pakan	North Saskatchewan	5,411.80	525.95		5,937.75
Garrington	Red Deer	6,052.49	431.71		6,484.20
*North of Lloydminster	North Saskatchewan	5,617.05			5,617.05
Tolman Crossing	Red Deer	6,472.10	88.58		6,560.68
Lett's Crossing	Pembina	4,523.01	5,944.05		10,467.06
Shandro	North Saskatchewan	8,019.98	297.00		8,316.98
Hopkins	North Saskatchewan	2,539.29			2,539.29
Hutton	Red Deer	3,326.77			3,326.77
Lac Ste. Anne	Narrows	2,791.70	3,492.38		6,284.08
Lea Park	North Saskatchewan	6,485.92	184.47		6,670.39
Eldorena	North Saskatchewan	4,842.95	551.96		5,394.91
South of Holborn	North Saskatchewan	2,656.67	378.13		3,034.80
Dunvegan	Peace	19,109.56			19,109.56
Bow Island	South Saskatchewan	7,943.59	4,187.90		12,131.49
North of Myrnam	North Saskatchewan	5,186.25	389.14		5,575.39
Genesee	North Saskatchewan	4,793.79			4,793.79
Steveville	Red Deer	6,950.84			6,950.84
West of Munson	Red Deer	2,960.61			2,960.61
Berrymoor	North Saskatchewan	8,247.96	157.32		8,405.28
Finnegan	Red Deer	4,018.47			4,018.47
Lindbergh	North Saskatchewan	2,641.22	183.91		2,825.13
Vinca Crossing	North Saskatchewan	6,703.00	30.55		6,733.55
McLeod Valley	McLeod	6,042.16	854.84		6,897.00
North of Jenner	Red Deer	3,902.14	236.40		4,138.54
Gregory Crossing	Red Deer	3,648.93			3,648.93
West of Morrin	Red Deer	7,525.69	20.04		7,545.73
Drayton Valley	Saskatchewan	1,360.89	192.84	14,987.65	16,541.38
South of Falher	Little Smoky	5,531.28			5,531.28
Grovedale	Wapiti	4,608.22	43.12		4,651.34
Klondyke Crossing	Athabasca	4,002.32	552.20		4,554.52
Flatbush	Pembina	5,889.09	289.71		6,178.80
South of Wembley	Wapiti	4,547.06			4,547.06
South of Crowfoot	Bow	2,991.20			2,991.20
South of Rolling Hills	Bow	1,536.18		18,709.29	20,245.47
Waskatenau	North Saskatchewan	5,907.38	709.87		6,617.25
North of Blairidge	Athabasca	6,899.74	202.04		7,101.78
North of Atlee	Red Deer	5,098.01	133.00		5,231.01
Watino	Smoky	6,648.66	84.70		6,733.36
Forbesville	North Saskatchewan	2,646.86	195.09		2,841.95
South of Empress	South Saskatchewan	4,734.76	171.12		4,905.88
Rosevear	McLeod	2,378.07			2,378.07
Warspite	North Saskatchewan	5,125.34	201.56		5,326.90
Fort Vermilion	Peace	8,601.38	2,052.58		10,653.96
Heinsburg	North Saskatchewan	13,692.33	147.14		13,839.47
Beauvallon	North Saskatchewan	2,694.55			2,694.55
Bowslope	Bow	3,715.33	154.54	2,442.78	6,312.65
Ferries — General		8,030.29		315.51	8,345.80
Unemployment Insurance		788.79		53.38	842.17
		\$282,939.98	\$25,442.54	\$37,386.62	\$345,769.14

* This ferry on the 4th meridian and operated by the Province of Saskatchewan
The Province of Alberta paying 50% of the operating costs.

SUMMARY

Income Account, Appropriation 2103 B	\$308,382.52
Capital Account, Appropriation 2152 B	37,386.62
	<u>\$345,769.14</u>



Pavement Messages on Highway No. 14

DEPARTMENT OF HIGHWAYS
MAIN HIGHWAYS BRANCH

A. M. PAULL, Chief Construction Engineer

During 1954 construction season, 346.33 miles of subgrade construction were completed, including 13.50 miles of subgrade widening. 17.85 miles of shoulder widening on surfaced highways were completed and 554.14 miles of highway were gravel surfaced.

In addition, 242.26 miles of stabilized base course with the top lift asphaltic bound were placed. A further 14.89 miles of stabilized base course was placed on widened shoulders. 314.38 miles of hot plant mix asphaltic surface course were completed. 98.89 miles of asphaltic seal coat were also placed. 727.70 miles of centreline striping were painted, as well as 21 railway crossing markings.

Construction of the Trans-Canada Highway, included the awarding of six additional contracts, covering asphaltic bound stabilized base course from Calgary to Chestermere Lake and Dunmore to Walsh; asphaltic hot plant mix surface course from Bassano to Brooks, Brooks to Suffield and Suffield to Dunmore; grade widening and stabilized asphaltic bound base course from Chestermere Lake to Strathmore.

Two contracts carried over from the previous year were completed. These covered asphaltic bound stabilized base course from Brooks to Suffield and Suffield to Dunmore.

Work completed on Trans-Canada Highway consisted of 38.04 miles of asphaltic bound stabilized base course, 42.96 miles of asphaltic hot plant mix surface course with an additional 34.49 miles, having the first of two lifts placed. These mileages are included in the totals quoted above.

A test section of asphaltic hot plant mix surfacing incorporating a rubber additive was constructed on Highway No. 16, extending west approximately one mile from the railway crossing east of Clover Bar. Adjacent sections, using the same type of asphalt without the additive, and of our standard grade, were placed under the same construction conditions to permit a comparison of various features with passing time. This is a long term experiment and it may not be possible to evaluate results for some years.

The installation of protective signal systems at grade level railway crossings was continued during this year. Two installations were completed, one on Highway No. 16 near Styal and the other on Highway No. 16 east of Clover Bar. During the year application was made for the protection of nine crossings, six being approved and three being held in abeyance. Adverse weather conditions delaying highway construction resulted in the small number of installations being made.

Twenty-seven aggregate stockpiling projects and five right-of-way clearing projects were carried out during the winter months.

Excessive rainfall considerably delayed progress of the 1954 construction program.

On a total of 109 projects under the various phases of construction 4,596.5 shifts, totalling 45,965 hours, were lost due to rain. However, as in the preceding two years, a fine fall allowed completion of a good portion of work in the late months of the construction season.

The following is a statement of the work performed during the year ending March 31st, 1955.

DEPARTMENT OF HIGHWAYS

HIGHWAY CONSTRUCTION 1954-55

GRADING — MAIN HIGHWAYS

Highway	Location	Miles	Type	Work Done By
2-B-3	S. of Midnapore - De Winton	5.16	S.E.G.	Contract
2-B-3	De Winton - Aldersyde	1.93	S.E.G.	Contract
2-C-1	N. of Crossfield - S. of Didsbury	3.90	S.E.G.	Contract
2-C-2	S. of Didsbury - Olds	3.50	S.E.G.	Contract
2-C-2	Olds - Bowden	2.74	S.E.G.	Contract
2-D-1	Curve South of Ponoka	0.29	S.E.G.	Day Labour
2-G-4	W. of Springburn - Peace River Hill	13.37	S.E.G.	Contract
2-J-1	Rycroft - Woking	1.57	S.E.G.	Day Labour
2-K-1	Jct. Hwy. No. 34 - Wembley	2.57	S.E.G.	Contract
2-K-1	Wembley - Beaverlodge	11.50	S.E.G.	Contract
6-A	Drywood River - Waterton Park	0.48	S.E.G.	Contract
9-B-2 & C-1	E. of Stanmore - Chinook	18.04	S.E.G.	Contract
11-A-2	Sylvan Lake - W. of Condor	4.68	S.E.G.	Contract
12-B-2	Stettler - Gadsby	8.75	S.E.G.	Contract
13-B-1	E. of Hardisty - Hughenden	17.40	S.E.G.	Contract
13-B-1 & 2	Killam - Hardisty	6.60	S.E.G.	Contract
13-B-1	Hardisty Revision	5.53	S.E.G.	Contract
14-B-2	Viking - E. of Jarrow	16.74	S.E.G.	Contract
14-B-1 & 2	E. of Jarrow - Wainwright	12.88	S.E.G.	Contract
14-E-3	Holden - Viking	9.02	S.E.G.	Contract
16-C-1 & 2	W. of Stony Plain - W. of Carvel Corner	6.66	S.E.G.	Contract
16-C-3	Chip Lake - Carrot Creek	9.68	S.E.G.	Contract
16-D-2	Galloway - Obed	11.62	S.E.G.	Contract
16-D-2	Obed Revision	1.76	S.E.G.	Contract
16-D-3	W. of Obed - Hinton	7.20	S.E.G.	Contract
34-A-2	Valleyview - Sturgeon Lake	11.08	S.E.G.	Contract
36-B-1	Viking - E. of Lavoy	9.36	S.E.G.	Contract
36-B-3	Two Hills - St. Brides Corner	21.40	S.E.G.	Contract
TOTAL		225.41	Miles	
S.E.G. Standard Earth Grade		225.41	Miles	
By Contract		223.55	Miles	
By Day Labour		1.86	Miles	
TOTAL		225.41	Miles	

GRADING — SECONDARY HIGHWAYS

Highway	Location	Miles	Type	Work Done By
12-D-1	Forshee - Rimbey	3.70	S.E.G.	Day Labour
19-A-1	Wetaskiwin - Pigeon Lake	13.50	G.W.	Contract
21-A-2	Lousana - Troon	4.25	S.E.G.	Contract
28-A-2	N. of Redwater - Waskatenau	11.50	S.E.G.	Contract
28-B-1	Waskatenau - Smoky Lake	7.00	S.E.G.	Contract
35-A-1	S. of Dixonville across Whitemud Flats	2.12	S.E.G.	Contract
43-A-1	Gunn - Cherhill	3.54	S.E.G.	Contract
43-A-1 & 2	Cherhill - E. of Rochfort Bridge	7.34	S.E.G.	Contract
43-A-2	E. of Rochfort Bridge - Greencourt	5.20	S.E.G.	Contract
43-B-1	Two Creeks - Iosegun Lake	7.00	S.E.G.	Contract
43-B-2	10 Miles S. of Little Smoky River-Iosegun Lake	11.12	S.E.G.	Contract
45-A-2	Willingdon Revision	0.40	S.E.G.	Day Labour
49-A-1	Watino Revision	1.37	S.E.G.	Day Labour
49-B-2	Blueberry Corner - W. of Gordondale	5.95	S.E.G.	Day Labour
53-A	E. of Wood River - S. of Doreenlee	11.95	S.E.G.	Contract
54-A	Caroline - Clearwater River	2.85	S.E.G.	Day Labour
56-A	Stettler - Big Valley	12.41	S.E.G.	Day Labour
43:41	Entwistle - Drayton Valley	9.72	S.E.G.	Contract
TOTAL		120.92	Miles	
S.E.G. Standard Earth Grade		107.42	Miles	
G.W. Grade Widening		13.50	Miles	
TOTAL		120.92	Miles	
By Contract		94.24	Miles	
By Day Labour		26.68	Miles	
TOTAL		120.92	Miles	

GRADING SUMMARY

	Main Highways	Secondary Highways	Totals
Standard Earth Grade	225.41	107.42	332.83
Grade Widening		13.50	13.50
TOTALS.....	225.41	120.92	346.33
By Contract	223.55	94.24	317.79
By Day Labour	1.86	26.68	28.54
TOTALS.....	225.41	120.92	346.33

SHOULDER WIDENING

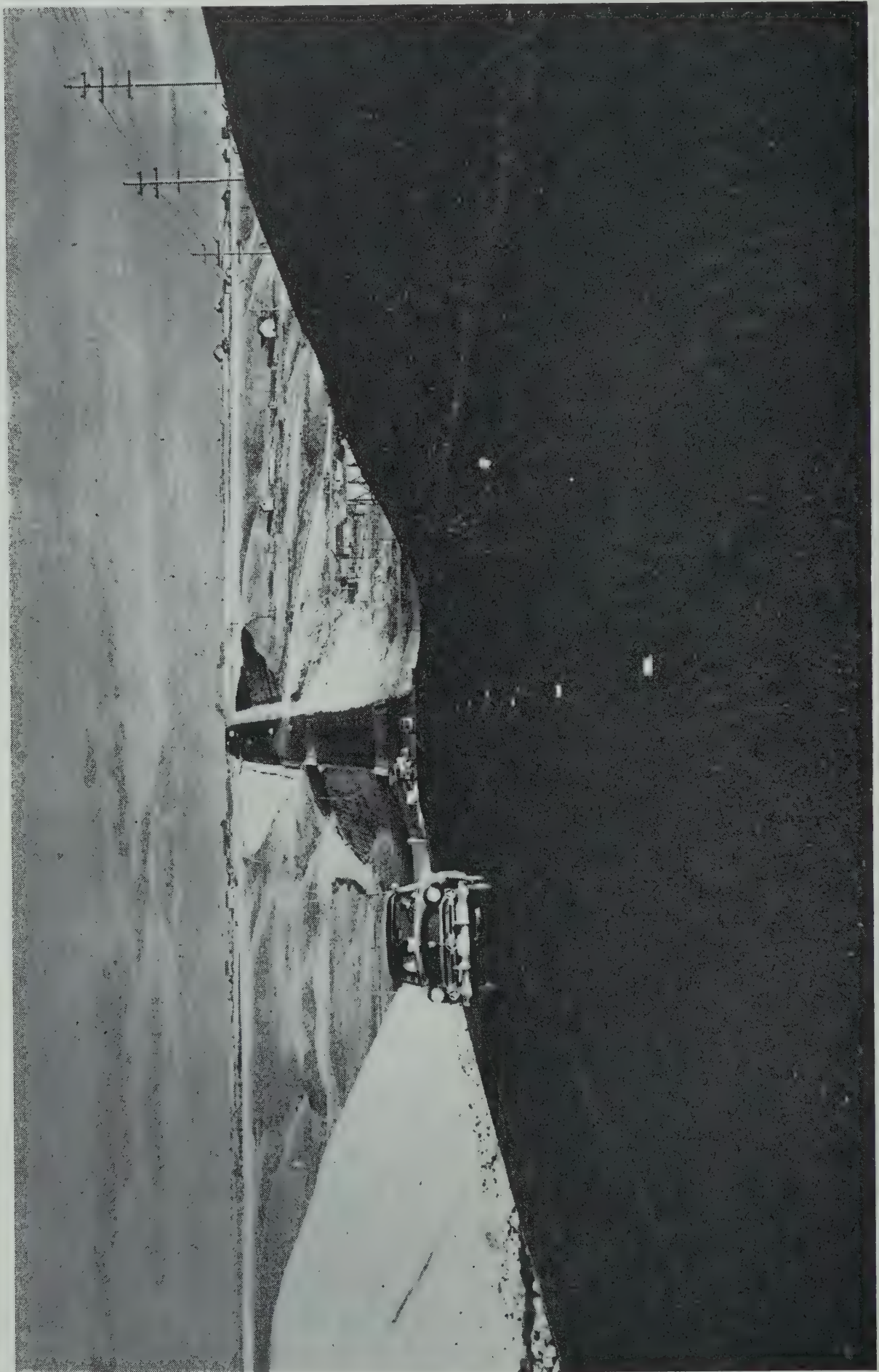
MAIN HIGHWAYS

Highway	Location	Miles	Work Done By
2-D-1	Lacombe - Ponoka	17.85	(Grading) Day Labour
	TOTAL.....	17.85 Miles	
	By Day Labour	17.85 Miles	

FIRST COURSE GRAVEL SURFACING

MAIN HIGHWAYS

Highway	Location	Miles	Work Done By
2-B-3	S. of Midnapore - DeWinton	5.11	Day Labour
2-B-3	De Winton - Aldersyde	5.50	Day Labour
2-C-1	N. of Crossfield - S. of Didsbury	3.01	Contract
2-C-2	Olds - Bowden	2.01	Contract
2-G-4	W. of Springburn - Peace River Hill	13.37	Contract
2-J-1	Rycroft - Woking	4.16	Day Labour
2-K-1	Jct. Highway No. 34 - Wembley	2.57	Contract
2-K-1	Wembley - Beaverlodge	9.83	Contract
6-A	Drywood River - Waterton Park	3.21	Contract
9-B-2 & 9-C-1	E. of Stanmore - Chinook	18.04	Contract
11-A-2	Sylvan Lake - W. of Condor	4.68	Contract
12-B-2	Stettler - Gadsby	7.35	Contract
13-B-1 & 2	Killam - Hardisty	6.60	Contract
13-B-1	Hardisty Revision	5.53	Contract
13-B-1	E. of Hardisty - Hughenden	17.40	Contract
14-B-2	Viking - E. of Jarrow	16.74	Contract
14-B-1 & 2	E. of Jarrow - Wainwright	10.16	Contract
14-B-3	Holden - Viking	13.86	Contract
16-C-1 & 2	Spruce Grove - W. of Carvel Corner	6.20	Contract
16-C-3	Chip Lake - Carrot Creek	9.68	Day Labour
16-D-2	Galloway - Obed	11.62	Contract
16-D-2	Obed Revision	0.83	Contract
16-D-3	W. of Obed - Hinton	4.65	Contract
34-A-2	Valleyview - Sturgeon Lake	5.52	Contract
36-B-1	Viking - E. of Lavoy	9.36	Day Labour
36-B-3	Two Hills - St. Brides Corner	15.91	Contract
	TOTAL.....	212.90 Miles	
	By Contract	179.09 Miles	
	By Day Labour	33.81 Miles	
	TOTAL.....	212.90 Miles	



Trans-Canada Highway, Nose Creek Area, East Calgary, showing Asphaltic Bound Stabilized Base Course.

FIRST COURSE GRAVEL SURFACING

SECONDARY HIGHWAYS

Highway	Location	Miles	Work Done By
12-D-1	Forshee - Rimbey	3.25	Day Labour
21-A-2	Lousana - Troon	4.25	Contract
28-A-2	N. of Redwater - Waskatenau	11.50	Contract
28-B-1	Waskatenau - Smoky Lake	7.00	Contract
35-A-1	S. of Dixonville across Whitemud Flats	2.12	Day Labour
43-A-1	Gunn - Cherhill	4.64	Contract
43-A-1 & 2	Cherhill - E. of Rochfort Bridge	7.34	Contract
43-A-2	E. of Rochfort Bridge - Greencourt	0.27	Contract
43-B-1	Two Creeks - Iosegun Lake	6.27	Contract
43-B-2	Valleyview - Iosegun Lake	50.93	Day Labour
45-A-2	Willingdon Revision	0.40	Day Labour
49-A-1	Watino Revision	0.98	Day Labour
49-A-3	Burnt River Revision	2.43	Day Labour
49-B-2	Blueberry Corner - W. of Gordondale	4.24	Day Labour
53-A	E. of Wood River - S. of Doreenlee	12.29	Contract
54-A	Caroline - Clearwater River	2.85	Day Labour
56-A	Stettler - Big Valley	9.31	Contract
56-A	Stettler - Big Valley	3.19	Day Labour
TOTAL		133.26	Miles
By Contract		62.87	Miles
By Day Labour		70.39	Miles
TOTAL		133.26	Miles

REPLACEMENT GRAVEL SURFACING

MAIN HIGHWAYS

Highway	Location	Miles	Work Done By
2-G-3	Triangle - McLennan	21.34	Contract
TOTAL		21.34	Miles
By Contract		21.34	Miles

SECONDARY HIGHWAYS

Highway	Location	Miles	Work Done By
12-D-1	Bentley - Rimbey	14.80	Day Labour
12-D-1	Rimbey - North	1.36	Day Labour
21-B-2	Bashaw - Ervick	31.32	Contract
28-B-3 &			
28-C-2 & 3	St. Paul - Bonnyville	44.45	Contract
28-C-1 & 2	Bonnyville - Cold Lake	3.86	Contract
35-A-1	N. of Grimshaw - Dixonville	16.00	Day Labour
41-A-2	North Saskatchewan River - Shamrock Valley	8.21	Contract
49-A-2 & 3	Watino - Rycroft	42.47	Day Labour
49-B-1	Rycroft - Blueberry Corner	21.80	Day Labour
54-A	Caroline - Clearwater River	2.37	Day Labour
TOTAL		186.64	Miles
By Contract		87.84	Miles
By Day Labour		98.80	Miles
TOTAL		186.64	Miles

GRAVELLING SUMMARY

	Main Highways	Secondary Highways	Totals
First Course Graveling	212.90	133.26	346.16
Replacement Graveling	21.34	186.64	207.98
TOTALS	234.24	319.90	554.14
By Contract	200.43	150.71	351.14
By Day Labour	33.81	169.19	203.00
TOTALS	234.24	319.90	554.14

STABILIZED GRAVEL BASE COURSE

MAIN HIGHWAYS

Highway	Location	Miles	Type	Work Done By
1-A-1	Dunmore - Walsh	14.90	Road Mix Stabilized	Contract
1-A-2	Suffield - Dunmore	4.00	Road Mix Stabilized	Contract
1-A-3	Brooks - Suffield	16.79	Road Mix Stabilized	Contract
1-B-3/2	Calgary - Chestermere Lake	2.35	Road Mix Stabilized	Contract
2-B-3	DeWinton - Aldersyde	4.01	Road Mix Stabilized	Day Labour
2-C-1	Calgary - Airdrie	4.80	Road Mix Stabilized	Day Labour
2-D-1	Curve Revision South of Ponoka	0.29	Road Mix Stabilized	Day Labour
2-D-2	Wetaskiwin - Ponoka	9.78	Base Course for Shoulder	Contract
2-H-2	Nisku - Wetaskiwin	9.43	Road Mix Stabilized	Contract
2-H-2	South of Whitelaw - Fairview	12.23	Road Mix Stabilized	Contract
2-K-1	Junction Highway No. 34 - Wembley	6.99	Road Mix Stabilized	Contract
6-A	Drywood River - Waterton Park	14.01	Road Mix Stabilized	Contract
9-B-1	Drumheller - Delia	22.76	Road Mix Stabilized	Contract
9-B-1	Delia - Hanna	18.50	Road Mix Stabilized	Contract
14-C-1	Tofield - East of Holden	7.36	Road Mix Stabilized	Contract
16-A-2	Innisfree - Stony Creek	4.87	Road Mix Stabilized	Contract
16-A-3	Vegreville - Innisfree	24.14	Road Mix Stabilized	Contract
16-C-1	Edmonton - Spruce Grove	2.45	Road Mix Stabilized	Contract
16-C-1	Edmonton - Spruce Grove	5.11	Road Mix Stabilized	Contract
16-C-1	Edmonton - Spruce Grove	3.67	Base Course for Shoulder	Contract
16-C-2	Magnolia - Styal	11.37	Road Mix Stabilized	Contract
16-D-1	McLeod River Crossing	0.95	Road Mix Stabilized	Day Labour
TOTAL		200.76	Miles	
By Contract		179.34	Miles	
By Day Labour		21.42	Miles	

SECONDARY HIGHWAYS

Highway	Location	Miles	Type	Work Done By
7-A	Okotoks - Black Diamond	2.28	Road Mix Stabilized	Contract
23-A-1	Monarch - Barons	15.05	Road Mix Stabilized	Contract
27-A	Olds - Sundre	7.80	Road Mix Stabilized	Contract
43-A-1	North of Carvel Corner - Gunn	15.78	Road Mix Stabilized	Contract
52-A	Welling - Craddock	15.48	Road Mix Stabilized	Contract
TOTAL		56.39	Miles	
By Contract		56.39	Miles	

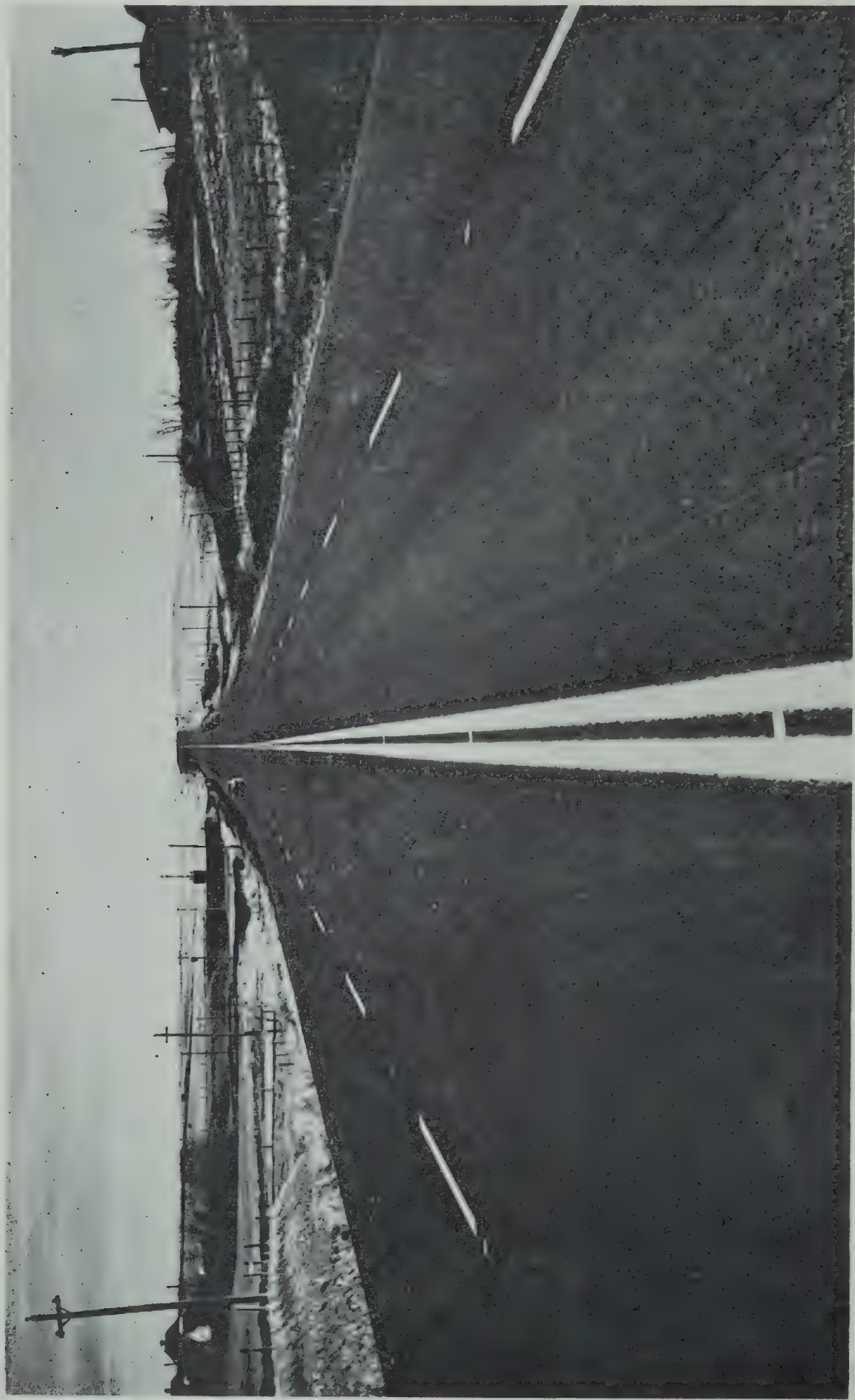
ASPHALTIC SURFACING

MAIN HIGHWAYS

Highway	Location	Miles	Type	Work Done By
1-A-2	Suffield - Dunmore	{ 11.34	{ 3" Hot Plant Mix Surface Course	Contract
1-A-3	Brooks - Suffield	{ 19.98	{ First 1 1/2" Lift Hot Plant Mix Surface Course	Contract
1-B-1	Bassano - Brooks	15.38	3" Hot Plant Mix Surface Course	Contract
2-B-3	Calgary - South of Midnapore	{ 16.21	{ 3" Hot Plant Mix Surface Course	Day Labour
		{ 14.51	{ First 1 1/2" Lift Hot Plant Mix Surface Course	
		9.50	4" Hot Plant Mix Surface Course	
			(Final 2" Lift Only)	
2-C-1	Calgary - Airdrie	12.90	4" Hot Plant Mix Surface Course	Contract
2-D-2	Wetaskiwin - Ponoka	10.70	4" Hot Plant Mix Surface Course	Contract
2-D-2	Nisku - Wetaskiwin	18.36	4" Hot Plant Mix Surface Course	Contract
2-H-1 & 2	Berwyn - South of Whitelaw	17.90	2" Hot Plant Mix Surface Course	Contract
3-A-2	Fincastle - Barnwell	12.52	Seal Coat	Contract
3-B-3	Cowley - Bellevue	8.32	Seal Coat	Contract
3-B-4	East of Coleman - Crowsnest	11.32	Seal Coat	Contract
5-A-1	Lethbridge - South of Magrath	22.48	Seal Coat	Contract
9-A-2	East of Belseker - Drumheller	19.22	Seal Coat	Contract
9-B-1	Drumheller - Delia	27.87	2" to 4" Hot Plant Mix Surface Course	Contract
11-A-1	Junction Highway No. 2 - Sylvan Lake	12.91	3" Hot Plant Mix Surface Course	Contract
12-C-1	Lacombe - Alix	25.03	Seal Coat	Contract
13-B-2	Daysland - Killam	{ 13.61	{ 3" Hot Plant Mix Surface Course	Day Labour
14-C-3	Salisbury Corner - Junction Highway 16	{ 4.63	{ First 1 1/2" Lift Hot Plant Mix Surface Course	
16-A-2	Innisfree - Stony Creek	3.07	4" Hot Plant Mix Surface Course	Contract
16-B-2	Beverly Connection	20.87	3" Hot Plant Mix Surface Course	Contract
16-B-2	Clover Bar Connection	3.74	2" to 4" Hot Plant Mix Surface Course	Contract
16-B-2	Edmonton - Junction Highway No. 55	0.72	4" Hot Plant Mix Surface Course	Contract
16-C-1	Edmonton - Spruce Grove	9.59	3" Hot Plant Mix Surface Course	Contract
16-C-2 & 3	Magnolia - Styal	13.73	4" Hot Plant Mix Surface Course	Contract
16-C-3	Styal - Chip Lake	2.08	First 2" Lift Hot Plant Mix Surface Course	Day Labour
		14.45	3" Hot Plant Mix Surface Course	Day Labour
	TOTAL	372.94	Miles	
	By Contract	328.67	Miles	
	By Day Labour	44.27	Miles	

SECONDARY HIGHWAYS

Highway	Location	Miles	Type	Work Done By
28-A-1	Namoo - North of Redwater	[28.21	{ 3 1/2" Hot Plant Mix Surface Course	Contract
55-A	Bremner - Fort Saskatchewan	[2.34	{ First 1 3/4" Lift Hot Plant Mix Surface Course	
		9.78	3" Hot Plant Mix Surface Course	Contract
	TOTAL	40.33	Miles	
	By Contract	40.33	Miles	



Highway No. 2, 10 Miles North of Calgary, showing Asphaltic Hot Plant Mix Surface
Course for 4 lanes and pavement marking.

STABILIZED BASE AND ASPHALTIC SURFACING SUMMARY

By Contract (Stabilized Base Course)	220.84 Miles
By Day Labour (Stabilized Base Course)	21.42 Miles
By Contract (Base Course for Shoulder Widening)	14.89 Miles
By Contract (Hot Plant Mix Surface Course)	270.11 Miles
By Day Labour (Hot Plant Mix Surface Course)	44.27 Miles
By Contract (Seal Coat)	98.89 Miles
Stabilized Base Course	242.26 Miles
Base Course for Shoulder Widening	14.89 Miles
Hot Plant Mix Surface Course	314.38 Miles
Seal Coat	98.89 Miles

SUMMARY OF MATERIALS

Subgrade Backfill Material	175,948 Cu. Yds.
Stabilized Base Course Gravel	2,644,138 Tons
Asphaltic Surfacing Material	764,716 Tons
Shoulder Aggregate	259,628 Tons
Seal Coat 1/2 Inch Chips	13,425 Cu. Yds.
Total Asphalt Used	19,951,333 Gallons

TOTAL GRAVEL TAKEN OUT UNDER ALL PROJECTS

	Day Labour	Contract	Total Cu. Yds.
Pit Run to Trucks	148,408	733,227	881,635
Pit Run to Stockpile	1,114,786	59,357	1,174,143
Pit Run from Stockpile	221,519	12,488	234,007
Pit Run to R.R. Cars		15,744	15,744
Crush to Trucks	63,321	1,119,468	1,182,789
Crush to Stockpile	375,832	979,464	1,355,296
Crush from Stockpile	241,383	732,249	973,632
Crush to R.R. Cars		188,974	188,974
TOTALS	2,165,249	3,840,971	6,006,220

CENTRE LINE PAINTING

Highway	Location	Miles	Work Done By
1-A-1	Walsh - Irvine	15.0	Day Labour
1-A-2	Suffield - Dunmore	31.0	Day Labour
1-A-3	Brooks - Suffield	40.0	Day Labour
1-B-1	Bassano - Brooks	31.0	Day Labour
1-B-3/2	Calgary East	2.5	Day Labour
2-B-3	Calgary - Pine Creek	9.5	Day Labour
2-C-1	Calgary - Airdrie	13.5	Day Labour
2-D-2	Ponoka - North of Menaik	10.7	Day Labour
2-D-3	Wetaskiwin - Nisku	26.5	Day Labour
2-H-2	Peace River - Fairview	51.0	Day Labour
3-A-2 & 3	Fincastle - Barnwell	12.5	Day Labour
3-B-3	Lundbreck - Bellevue	8.0	Day Labour
3-B-4	Blairmore - Crowsnest	11.5	Day Labour
5-A-1	Lethbridge - Magrath	22.5	Day Labour
6-A	Drywood River - Waterton Park	14.0	Day Labour
9-A-2	Carbon Corner - Drumheller	19.0	Day Labour
9-B-1	Drumheller - Hanna	46.0	Day Labour
11-A-1	Junction Highway No. 2 - Sylvan Lake	13.0	Day Labour
12-C-1	Lacombe - Alix	25.0	Day Labour
13-B-2	Daysland - Killam	18.0	Day Labour
13-B-3	Camrose - Daysland	26.0	Day Labour
13-B-4	Wetaskiwin - Camrose	26.0	Day Labour
14-C-2	Lindbrook - Tofield	13.0	Day Labour
14-C-3	Salisbury Corner - Junction Highway No. 16	3.0	Day Labour
16-A-1	Vermilion - Lloydminster	36.0	Day Labour
16-A-2	Innisfree - Vermilion	29.0	Day Labour
16-A-3	Vegreville - Lavoy	9.0	Day Labour
16-B-2	Edmonton - Junction Highway No. 55	9.6	Day Labour
16-B-2	Beverley Connection	3.7	Day Labour
16-B-2	Clover Bar Connection	0.7	Day Labour
16-C-1	Edmonton - Spruce Grove	16.0	Day Labour
16-C-2	Magnolia - Styal	12.0	Day Labour
16-C-3	Styal - Chip Lake	14.0	Day Labour
16-D-1	Carrot Creek - Edson	25.0	Day Labour
16-D-2	Edson - Galloway	18.0	Day Labour
28-A-1	Namoo - Redwater	31.0	Day Labour
34-A-3	Smoky River - Junction Highway No. 2	22.0	Day Labour
52-A	Welling East	3.5	Day Labour
55-A	Bremner - Ft. Saskatchewan	10.0	Day Labour
TOTAL		727.7 Miles	



Embankment across Carstairs Coulee. A lane divided highway. Subgrade.

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS
TRANS-CANADA HIGHWAY CONSTRUCTION
STATEMENT OF EXPENDITURE APRIL 1, 1954 TO MARCH 31, 1955
APPROPRIATION 2156

Project Number	DESCRIPTION	Total Expenditure	Engineering	Grading	Culverts	Guide Posts	Fencing	Compensation	Moving Poles	Gravel Surfacing	Stabilized Gravel Base Course	Asphaltic Surface Course	Shouldering	Centre-Line Painting	Unemployment Insurance	Board
1-A-1	Walsh to Dunmore	\$ 454,092.24	\$ 20,741.03		\$ 1,883.54	\$ 1,307.15		\$ 6,586.20		\$	\$ 423,077.73	\$ 257,997.18	\$ 69,284.67	\$ 421.65	\$ 74.94	\$
1-A-2	Dunmore to Suffield	451,783.41	15,282.24	48.00	1,384.29	5,593.00		1,990.25			98,973.45	385,852.02	91,632.06	1,156.11	74.22	
1-A-3	Suffield to Brooks	1,266,323.09	25,535.85								762,280.69	382,727.44	161,922.14	914.05	108.42	
1-B-1	Brooks to Bassano	565,833.71	13,973.80	313.60		5,131.20	90.11	527.50						1,069.41	78.51	
1-B-2	Bassano to Gleichen Corner	14,686.50	10.00	8,905.36		4,027.85		1,736.20							7.09	
1-B-3/1	Gleichen Corner to Strathmore	1,981.08	56.26	1,083.39		838.80									2.63	
1-B-3/2A	Strathmore to Chestermere Lake	416,561.28	12,305.78	219.39	25,649.51			15,085.00	764.30		362,493.82				43.48	
1-B-3/2	Chestermere Lake to Calgary	127,074.10	13,711.21	5,233.39		21.20		13,425.50		3,034.35	91,529.04			89.65	29.76	
1-C-1	Calgary to Radnor	30,286.92	29,201.62												122.75	962.55
1-C-2	Radnor to Banff Park Gates	57,723.77	56,487.35		1,297.00			3,457.00			2,757.71	42,331.26	13,480.54		211.43	1,024.99
40.00E23	City of Medicine Hat	63,323.51									11,795.02					
40.00E72	City of Calgary	11,795.02														
		\$3,461,464.63	\$ 187,305.14	\$ 15,803.13	\$ 30,214.34	\$ 16,919.20	\$ 90.11	\$ 42,807.65	\$ 764.30	\$ 3,034.35	\$1,752,907.46	\$1,068,907.90	\$ 336,319.41	\$ 3,650.87	\$ 753.23	\$ 1,987.54

SALARIES IN THE AMOUNT OF \$19,569.43 IS INCLUDED

SUMMARY:	
APPROPRIATION 2154	\$27,445,817.16
APPROPRIATION 2156	3,461,464.63
GRAND TOTAL	\$30,907,281.79

MEMORANDUM:	
Reimbursements by Canada of Shareable Expenditures, including Bridges, under Dominion-Provincial Agreement dated April 24th, 1950:	
December 10, 1949 - April 24, 1950—Interim Payment	\$ 14,975.87
April 25, 1950 - March 31, 1951	192,106.23
April 1, 1951 - March 31, 1952	1,081,317.54
April 1, 1952 - March 31, 1953	2,872,710.18
April 1, 1953 - March 31, 1954	2,605,951.57
April 1, 1954 - March 31, 1955	935,220.23
	<u>\$7,702,281.62</u>

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

MAIN HIGHWAY CONSTRUCTION

STATEMENT OF EXPENDITURE APRIL 1, 1954 TO MARCH 31, 1955
APPROPRIATION 2154

Project Number	DESCRIPTION	Total Expenditure	Engineering	Grading	Culverts	Guide Posts	Fencing	Compensation	Moving Poles	Gravel Surfacing	Stabilized Gravel Base Course	Asphaltic Surface Course	Shouldering	Seal Coat	Centre-Line Painting
3077	Pit Sidings	\$ 68,429.66	\$ 50,254.66	\$	\$	\$	\$	\$ 18,175.00	\$	\$	\$	\$	\$	\$	\$
2-A-1	Carway to Cardston	454.80						454.80							
2-B-2	Stavelly to High River	145.00						145.00							
2-B-3	High River to Calgary	997,255.58	34,655.55	281,572.54	23,873.07	1,659.20	3,178.43	50,053.00	2,290.34	7,487.08	460,449.23	126,309.12	4,312.85		1,415.17
2-C-1	Calgary to Carstairs	1,121,003.97	36,401.70	314,508.54	43,187.78		415.90	79,252.82	9,059.68	9,055.74	200,133.06	400,438.27	27,007.48		1,543.00
2-C-2	Carstairs to Bowden	584,807.49	35,802.85	380,155.81	84,937.46		1,305.00	45,972.85	1,213.40	6,014.30	29,405.82				
2-D-1	Red Deer to Ponoka	299,170.81	12,825.77	227,254.35	11,731.32		1,106.01	1,181.00	65.61		42,011.77	2,756.86	42.04		
2-D-2	Ponoka to Millet	634,435.17	24,010.93	26,427.39	194.35	196.08	591.62	5,337.40			155,715.51	318,694.01	102,166.36		456.80
2-D-3	Millet to Edmonton	303,157.39	13,970.69	685.95		77.68	4.00	567.00			13,555.82	209,120.45	64,258.28		917.52
2-E-1	Edmonton to Legal	44,540.59	2,952.71								8,377.64	33,210.24			
2-E-2	Legal to Rochester	1,436.50													
2-E-3	Rochester to Athabasca	434.40						1,436.50							
2-G-1	Kinuso to Arcadia	19,861.42	1,185.28					430.50							
2-G-2	Arcadia to Triangle	13,256.98	751.25					892.50		17,783.64					
2-G-3	Triangle to Donnelly	27,612.49	1,121.09							12,505.73					
2-G-4	Donnelly to Peace River	494,704.38	25,261.23	288,795.64	31,644.39			407.60	84.50	26,083.80					
2-H-1	Peace River to 6th Meridian	153,838.59	3,460.79	60.15				30,150.10		29,299.19	89,469.33				
2-H-2	6th Meridian to Dunvegan	724,741.56	20,464.45	81,842.86	399.43	3,122.28		213.40	300.00		1,161.82	123,121.54	25,392.55		428.34
2-J-1	Dunvegan to Woking	41,454.01	1,500.55	25,345.91	531.50			6,296.96	8,046.96	6,004.09	549,614.15	51,048.72	9,281.81		2,370.90
2-K-1	Junction of Highway No. 34 to Beaverlodge	644,175.31	27,236.97	221,443.17	41,533.84		963.26	28,907.95	17,447.40	38,654.45	267,988.27				
2-K-2	Beaverlodge to B.C. Boundary	5,618.72	5,253.82					364.90							
3-A-1	Medicine Hat to Bow Island	5,161.01				4,906.95									254.06
3-A-2	Bow Island to Taber	13,939.82	186.34			2,094.90								11,610.58	
3-A-3	Taber to Lethbridge	10,178.54	181.67			1.36		48.00						9,995.51	
3-B-1	Lethbridge to Fort Macleod	1,676.91				1,467.50									209.41
3-B-2	Fort Macleod to Pincher	1,534.42				509.42									
3-B-3	Pincher to Frank	15,415.52	3,467.53	2,078.35		812.64		1,025.00							
3-B-4	Frank to Crowsnest	74,707.42	2,588.64	56,389.62	16.80	634.87		48.00						8,129.88	879.12
5-A-1	Lethbridge to Cardston	44,487.57	619.80					194.51						13,933.42	949.56
6-A	Pincher to Waterton Park	300,531.01	8,443.13	41,005.78	1,638.28	19,430.67	331.22	781.00	472.07	4,446.31	218,575.59			42,429.43	657.34
7-A	Okotoks to Longview	86,087.57	6,005.53					8,082.04			80,082.04				288.96
9-A-1	Inverlake to Beiseker	5,641.20	6.07					1,379.13						4,256.00	
9-A-2	Beiseker to Drumheller	51,408.13	945.42					1,170.58						48,089.94	1,202.19
9-B-1	Drumheller to Hanna	1,464,418.57	40,487.15	17,874.32	854.69	129.16	51.46	3,161.73	178.48		928,755.35	415,730.47	55,545.96		1,649.80
9-B-2	Hanna to Youngstown	566,265.66	14,753.33	153,315.40	12,000.38		2,224.93	6,230.20	2,711.69	24,654.03	350,375.70				
9-C-1	Youngstown to Excel	182,291.28	18,078.32	105,949.75	28,677.35		437.45	3,003.40	36.00	26,109.01					
9-C-2	Excel to Alsk	1,805.10													
10-A	Drumheller to East Coulee	223,945.21	7,429.92	87,416.32	45.50			931.10	234.20		98,482.77	29,405.40			
11-A-1	Red Deer to Sylvan Lake	245,620.58	9,722.58	497.60	1,972.50			280.00				186,787.83	45,535.78		824.29
11-A-2	Sylvan Lake to Condor	273,424.82	12,133.12	232,843.65	10,664.11			5,620.00	249.34	11,914.60					
11-A-3	Condor to Rocky Mountain House	1,970.00			1,593.00			377.00							
11-B	Rocky Mountain House to Nordegg	310.72						310.72							
12-A	Compeer to Veteran	869.75						869.75							
12-B-1	Veteran to Castor	1,655.00						1,655.00							
12-B-2	Castor to Stettler	236,947.97	24,359.00	94,362.30	16,267.38		600.00	33,912.30	65.00	21,787.87	45,594.12			28,607.65	833.87
12-C-1	Stettler to Lacombe	30,772.15	1,044.13					286.50							
12-D-1	Lacombe to Rimbey	99,660.33	5,006.75	73,272.35	2,328.20	188.50	101.26	5,792.04	411.23	12,560.00					
12-D-2	Rimbey to Norbuck	2,638.59	950.54					1,688.05							
13-A	Hayter to Hughenden	6,676.87	6,676.87												
13-B-1	Hughenden to Sedgewick	921,620.36	37,262.18	727,177.59	72,937.81	532.40	4,161.55	15,498.45		64,050.38					
13-B-2	Sedgewick to Daysland	324,982.01	9,539.75	519.20	5,322.14		3.04	679.45				261,094.44	47,201.70		622.29
13-B-3	Daysland to Camrose	1,717.16		822.50				90.00				31.67			772.99
13-B-4	Camrose to Wetaskiwin	1,919.94												1,100.00	819.94
14-A	Saskatchewan Boundary to Wainwright	840.14						840.14							
14-B-1	Wainwright to Irma	248,330.48	15,750.85	142,140.64	38,633.88		313.22	36,586.00	1,157.73	13,748.16					
14-B-2	Irma to Viking	478,174.09	29,054.55	363,480.73	44,920.78		701.30	5,593.00	872.21	33,551.52					
14-B-3	Viking to Holden	378,092.95	11,544.41	206,679.96	3,645.36		584.16	2,205.50		31,632.94	121,800.62				
14-C-1	Holden to Tofield	278,182.21	23,567.87	21,659.16	3,446.62			4,723.00			224,747.16				38.40
14-C-2	Tofield to Cooking Lake	642.47	48.03					338.50							255.94
14-C-3	Cooking Lake to Edmonton	6,829.46	34.34					5,669.64		25.48					
14-C-3	Connection Salisbury Corner to Highway No. 16	81,343.56	705.81	27.80								58,431.08	22,061.52	1,100.00	117.35
16-A-1	Lloydminster to Vermilion	3,150.91												1,760.00	1,390.91
16-A-2	Vermilion to Innisfree	628,545.02	15,321.72		118.44		125.70	465.00			179,680.84	329,635.53	101,967.68	440.00	790.11
16-A-3	Innisfree to Vegreville	741,010.80	18,802.80	38.50	252.88			2,517.84	45.60	178.25	718,998.46				176.47
16-B-1	Vegreville to Chipman Corner	605.29	122.67					60.00							422.62
16-B-2	Chipman Corner to Edmonton	174,474.17	3,697.33	2,596.35				3,406.50				148,651.97	18,126.66		591.71
16-B-2	Beverly Connection	99,744.17	1,470.06	17.80					907.24			69,032.54	26,047.70		597.52
16-B-2	Clover Bar Connection	18,707.40	227.25						3,584.81	10,639.30	283,840.93	12,767.28	4,741.58		46.25
16-C-1	Edmonton to Carvel Corner	1,055,177.77	36,947.27	234,244.28	35,541.11	241.17	1,016.76	82,042.50	3,584.82		159,428.84	252,317.04	113,855.37		907.23
16-C-2	Carvel Corner to Entwistle	248,994.92	10,132.79	13,660.30	707.25			2,394.00		10,952.91	57,687.03	374,436.19	825.92		573.97
16-C-3	Entwistle to Carrot Creek	1,158,163.73	37,379.17	509,848.64	7,350.08			7,653.00			181,142.91		29,136.28		251.13
16-D-1	Carrot Creek to Edson	6,001.77	1,303.69	5,401.95		2,197.39		662.57			33,981.29				1,335.38
16-D-2	Edson to Obed	803,715.16	18,363.74	724,664.46	24,055.62	1,455.00	2.00	7,703.50	1,794.37	24,598.67	83.00				994.80



GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

MAIN HIGHWAY CONSTRUCTION

STATEMENT OF EXPENDITURE APRIL 1, 1954 TO MARCH 31, 1955
APPROPRIATION 2154

Project Number	DESCRIPTION	Total Expenditure	Engineering	Grading	Culverts	Guide Posts	Fencing	Compensation	Moving Poles	Gravel Surfacing	Stabilized Gravel Base Course	Asphaltic Surface Course	Shouldering	Seal Coat	Centre-Line Painting
16-D-3	Obed to Jasper Park Boundary	\$ 518,927.38	\$ 34,059.75	\$ 366,524.72	\$ 52,994.70			\$ 8,345.50		\$ 26,844.47	\$ 30,158.24			\$	\$
17-A	Lloydminster to River Course	5,550.00						5,550.00							
18-A-1	Clyde Corner to Barrhead Corner	2,539.30		63.90				2,475.40							
18-A-2	Barrhead Corner to Fort Assiniboine	27,486.57	6,206.43	19,698.14				1,582.00							
19-A-1	Wetaskiwin to Westerose	457,231.84	18,419.35	166,345.70	6,600.40		160.00	8,590.00	88.60		257,027.79				
21-A-1	Beiseker to Trochu	32.40						32.40							
21-A-2	Trochu to Junction of Highway No. 12	63,112.16	3,115.05	43,505.44	1,529.04		59.99	1,164.70	699.81	13,038.13					
21-B-1	Junction of Highway No. 12 to Bashaw	589.11						589.11							
21-B-2	Bashaw to Ervick	31,868.56	1,171.85					1,847.00		28,849.71					
23-A-1	Monarch to Champion	313,282.23	10,813.74								302,468.49				
24-A	Vulcan Corner to Cheadle	3,079.00						3,079.00							
25-A	Lethbridge to Turin	1,650.14						130.00	1,520.14						
27-A	Olds to Sundre	198,230.24	19,789.55	48,698.62	10,353.44			5,026.00	592.59		113,770.04	577,992.17	130,544.84		1,277.38
28-A-1	Edmonton to Opal	818,871.31	15,469.54		2,184.14		11.09	3,291.63	206.00	130.00	87,444.73				
28-A-2	Opal to Waskatenau	518,560.90	19,309.54	377,053.83	39,841.21		791.62	42,993.00	3,655.80	34,915.90					
28-B-1	Waskatenau to Vilna	328,571.70	17,937.90	231,694.93	31,318.58		77.44	22,546.00	86.22	24,910.63					
28-B-2	Vilna to St. Paul	3,677.41	3,548.17					96.00		33.24					
28-B-3	St. Paul to Shamrock Valley	16,290.04	551.47					730.00		15,008.57					
28-C-2	Beaver Crossing to East of Rife	20,479.54	3,781.36					15.00		16,683.18					
28-C-3	East of Rife to Shamrock Valley	16,483.32	1,034.11					300.00		15,149.21					
32-A	Fulston Siding to McLeod River	10,728.25		10,728.25											
34-A-2	Valleyview to 6th Meridian	408,120.93	25,194.14	323,228.91	29,911.69			3,930.50		25,855.69					
34-A-3	6th Meridian to Junction of Highway No. 2	4,835.27		613.33				3,325.00							896.94
35-A-1	Grimshaw to Dixonville	101,145.33	5,069.76		257.85			1,447.70		20,515.88					
35-A-2	Dixonville to Hotchkiss	1,794.20		194.20				1,600.00							
35-B	Hotchkiss to 28th Base Line	208.49								208.49					
36-A-2	Killam to Castor	568.88	4.75					43.18		520.95					
36-A-3	Castor to Hanna	668.87	95.00					573.87							
36-B-1	Viking to East of Lavoy	117,128.51	7,559.58	72,990.63	2,962.04		4.27	1,911.00		31,700.99					
36-B-2	East of Lavoy to Two Hills	8,240.31	7,872.31					368.00							
36-B-3	Two Hills to St. Brides Corner	471,952.92	14,397.33	330,722.53	61,422.69		327.92	31,083.00	307.04	33,692.41					
37-A	Namoo to Gibbons	43.00						43.00							
39-A-1	Leduc to 5th Meridian	54,286.30	1,782.26					200.00		46,326.44	5,977.60				
39-A-2	5th Meridian to Norbuck	28,687.55	424.49							27,825.56	437.50				
41-A-2	Vermilion to Junction of Highway No. 28	6,301.38	521.61					262.16		5,517.61					
43-A-1	Carvel Corner to Sangudo	830,156.65	41,219.85	280,575.22	33,211.74		474.22	4,974.22		36,995.95	432,705.45				
43-A-2	Sangudo to Whitecourt	412,162.89	26,411.51	217,026.29	55,166.68		7,298.36	105,094.17		1,165.88					
43-B-1	Whitecourt to Iosegun Lake	380,641.13	15,802.32		2,899.34					4,826.18	237,971.04				
43-B-2	Iosegun Lake to Valleyview	810,028.73	24,342.40	557,395.04	8,359.50					121,989.89	97,941.90				
44-A-2	Flatbush to Smith	99.96								99.96					
45-A-1	Bruderheim to Andrew	16,394.53	781.37					150.00		15,463.16					
45-A-2	Andrew to Two Hills	24,779.87	5,090.01	5,589.40				4,685.00		9,415.46					
45-A-3	Two Hills to Myrnam	5,513.20	1,205.78					25.00		4,282.42					
45-A-4	Myrnam to Junction of Highway No. 41	172.20								172.20					
45-B-1	Junction of Highway No. 41 to East	7,307.49	7,307.49												
46-A	Radway to Boyle	47,114.08	1,127.43					110.00		45,876.65					
46-B	Boyle to Lac La Biche	72,510.32	2,772.32					95.00		69,643.00					
49-A-1	Donnelly to Watino	63,927.54	10,115.19	52,389.40	1,271.12			151.83							
49-A-2	Watino to Belloy	54,879.02	1,722.64	10,705.76	7.00					42,443.62					
49-A-3	Belloy to Rycroft	44,697.10	1,373.84	699.75				2,429.00		40,194.51					
49-B-1	Rycroft to Blueberry Corner	21,286.89	597.58	1,962.70	20.70	40.00		252.00		18,413.91					
49-B-2	Blueberry Corner to West of Gordondale	225,521.88	18,051.96	94,626.01	9,554.65			3,291.00		99,998.26					
51-A	Bentley to West of Gilby	28.20						28.20							
52-A	Welling to Craddock	384,764.29	15,881.89	10.69				2,737.00			365,881.29				253.42
53-A	Ponoka to Dorenee	235,867.58	18,036.82	116,887.20	34,388.31		2,763.21	22,256.00		41,536.04					
54-A	Innisfail to Clearwater River	183,670.55	29,203.79	128,816.71	14,409.30		2,339.41	734.50		8,166.84					
55-A	Fort Saskatchewan to Bremner	178,695.85	4,132.86		143.40			585.70			137,152.68		36,216.44		464.77
43-40	Stettler to Big Valley	251,769.48	12,372.96	178,465.85	16,464.41		105.00	14,246.00		30,115.26					
43-41	Entwistle to Drayton Valley	361,149.36	25,450.15	195,526.18	54,138.73		641.55	34,113.00		51,279.75					
40.00E11	Town of Coleman	425.85		425.85											
40.00E24	Village of Millet	3,148.16													
40.00E27	Town of Ponoka	13,982.91										2,504.87		643.29	
40.00E43	City of Wetaskiwin	15,542.95										8,734.52		5,248.39	
40.00E48	Village of Sylvan Lake	34,220.24										11,558.45		3,984.50	
40.00E88	Town of Olds	30.00						30.00				34,220.24			
40.00E111	Town of St. Paul	1,111.98								1,111.98					
40.00E170	Village of Elk Point	242.70		3,275.00						242.70					
40.00E172	Town of Jasper Place	3,275.00													
40.00E210	Village of Bonnyville	1,000.79								1,000.79					
		\$27,078,885.19	\$1,214,406.71	\$9,695,977.37	\$1,020,290.56	\$ 40,551.39	\$ 33,276.25	\$ 873,213.65	\$ 61,968.88	\$1,457,018.42	\$7,375,236.11	\$4,232,870.61	\$ 874,144.98	\$ 171,452.41	\$ 28,477.85
3083	General and Administration	\$ 366,931.97													
		\$27,445,817.16													

Salaries in the Amount of \$295,149.01 is included.

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1st, 1954 to March 31st, 1955

(L. H. McMANUS, Chief Bridge Engineer)

This Branch had a successful construction year, in spite of the abnormally wet summer. Major jobs were not delayed appreciably as a result of high water, nor was there any loss or damage to existing structures.

The Bridge Branch had 19 well-equipped crews in the field, of which five were on the construction of major bridges and the balance on district work. Due to the high demand for new bridges and replacements, our crews have been working the full year round.

As well as bridge construction, it was necessary to undertake considerable bank protection work adjacent to several bridges in order to control the stream and prevent washout of approaches.

Following are listed some of the details of a few of the major bridges completed in the 1954-55 fiscal year, and a summary of the year's work.

Yarrow Creek Bridge on Highway 6

Type: Steel girder bridge on concrete substructure.
 Spans: 70' — 80' — 80' — 80' — 60'.
 Clear Rdwy: 30'.
 Type of Deck: Reinforced concrete, asphalt top.

Burnt River Bridge on Highway 2 South of Rycroft

Type: Steel girder on concrete substructure.
 Spans: 50' — 60' — 50'.
 Clear Rdwy: 24'.
 Type of Deck: Reinforced concrete.

Ksituan River Bridge on Highway 49 West of Spirit River

Type: Steel beam spans on concrete substructure.
 Spans: 70' — 80' — 70'.
 Clear Rdwy: 24'.
 Type of Deck: Treated timber with asphalt planks.

Rosebud River Bridge on Highway 10 at Rosedale

Type: Composite steel beam on concrete substructure.
 Spans: 50' — 60' — 50'.
 Clear Rdwy: 28'.
 Type of Deck: Reinforced concrete.

Hewetson Avenue Bridge in the Town of Pincher Creek Over Pincher Creek

Type: Concrete rigid frame.
 Spans: 90' clear span.
 Clear Rdwy: 36'.
 Type of Deck: Reinforced concrete.

McLeod River Bridge on Highway 47 near Bickerdike

Type: Steel trusses on concrete substructure and precast concrete approaches.
 Spans: 20' — 28' — 100' — 100' — 28' — 20'.
 Clear Rdwy: 24'.
 Type of Deck: Laminated treated timber with asphalt plank.

Drywood River Bridge on Highway 6

Type: Steel girder spans on concrete substructure.
 Spans: 50' — 80' — 50'.
 Clear Rdwy: 30'.
 Type of Deck: Reinforced concrete and asphalt pavement.

Lobstick River Bridge on Highway 16

Type: Steel girder on concrete substructure.
 Spans: 40' — 60' — 40'.
 Clear Rdwy: 30'.
 Type of Deck: Reinforced concrete with asphalt top.



Hewetson Avenue, Pincher Creek.

McLeod River Bridge on Highway 16

Type:	Continuous steel deck truss with steel girder approaches on concrete substructure.
Spans:	60' — 165' — 231' — 165' — 60'.
Clear Rdwy:	26' 6".
Type of Deck:	Reinforced concrete with asphalt top.

Burnt River Bridge on Highway 49, near Wanham

Type:	Steel girder trestle with treated timber approaches.
Spans:	20' — 28' — 70' 6" — 25' — 80' — 25' — 70' 6" — 28'.
Clear Rdwy:	24'.
Type of Deck:	Treated timber and asphalt planks.

ON TRANS - CANADA HIGHWAY**South Saskatchewan River Bridge on Highway 1 at Medicine Hat**

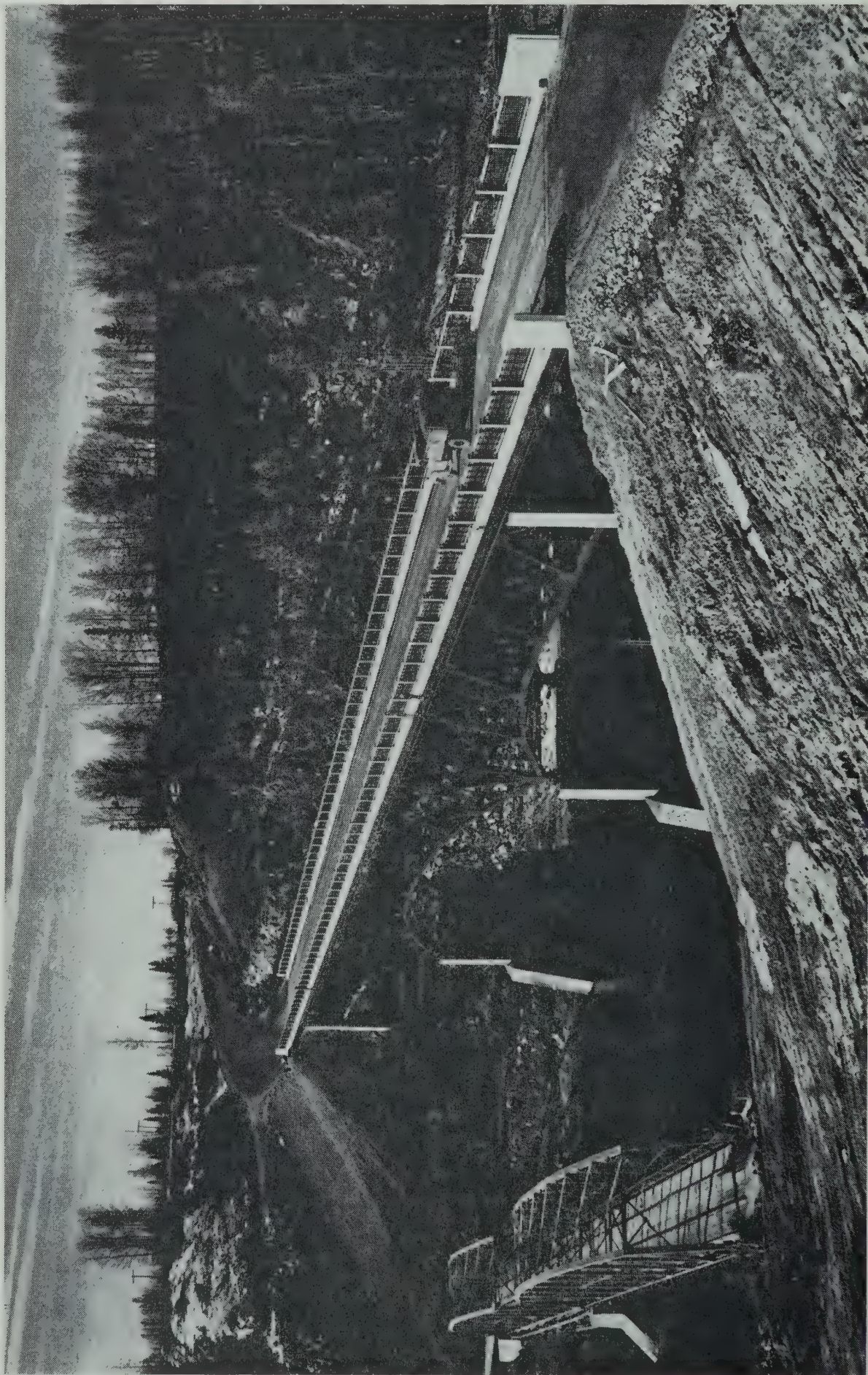
Type:	Reinforced concrete girder on concrete substructure.
Spans:	93' — 124' — 124' — 124' — 124' — 124' — 124' — 93'.
Clear Rdwy:	26'.
Type of Deck:	Reinforced concrete and asphalt pavement.

SUMMARY OF WORK UNDERTAKEN FOR THE FISCAL YEAR 1954 - 55

Steel Bridges	
Constructed	24
Reconstructed	12
Repaired	127
Precast Concrete Bridges	
Constructed	108
Repaired	14
Reinforced Concrete Bridges	
Constructed	2
Repaired	1
Reinforced Concrete Culverts and Cattlepasses	
Constructed	24
Repaired	1
Retaining Walls	
Constructed	5
Repaired	2
Steel Culverts	
Constructed	188
Repaired	17
Timber Culverts	
Constructed	1
Repaired	11
Timber Bridges	
Constructed	11
Reconstructed	46
Repaired	267
TOTAL	<u>861</u>

TRANS - CANADA HIGHWAY

Reinforced Concrete Bridges	
Constructed	1
Reconstructed (widening)	1
Concrete Protection Work	3
Timber Bridges	
Reconstructed (widening)	1
TOTAL	<u>6</u>



McLeod river at Edson, showing the old bridge.

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

STATEMENT OF EXPENDITURE ON MAINTENANCE AND
CONSTRUCTION OF BRIDGES, PROTECTION WORKS AND DAMS

For the Year Ended March 31, 1955

MAINTENANCE

I.D. or M.D.	Total	I.D. or M.D.	Total
General	\$ 21,363.46	M.D. 74	\$ 22,882.50
Salaries	113,103.53	M.D. 75	58,091.79
Unemployment Insurance	1,590.89	I.D. 76	39,711.99
Board	287.57	I.D. 77	13,606.90
Equipment	136,765.49	I.D. 78	10,750.60
Indian Reserves	5,036.57	I.D. 79	17,815.01
Counties	116,190.44	M.D. 81	47,762.74
City of Medicine Hat	55.83	M.D. 82	38,116.61
Special Areas	36,048.24	M.D. 83	18,948.79
I.D. 1	8,623.07	M.D. 84	13,263.45
M.D. 2	44,484.46	I.D. 85	12.93
M.D. 6	35,661.01	M.D. 86	2,039.11
M.D. 9	63,315.19	M.D. 87	973.44
I.D. 10	1,935.47	M.D. 89	26,369.72
I.D. 11	17,217.35	M.D. 90	21,976.89
M.D. 14	16,606.42	M.D. 91	10,120.55
I.D. 21	3,103.81	M.D. 92	72,197.29
I.D. 22	7,457.67	M.D. 93	26,873.24
M.D. 25	5,580.32	M.D. 94	18,135.33
M.D. 26	67,415.29	I.D. 95	37,602.92
I.D. 27	940.37	I.D. 101	5,142.28
M.D. 31	58,354.91	I.D. 102	16.84
M.D. 34	48,155.58	M.D. 103	36,297.49
M.D. 40	44,482.15	I.D. 107	8,321.11
I.D. 42	39,529.63	I.D. 108	7,933.60
M.D. 43	27,202.89	I.D. 109	21,139.16
M.D. 44	13,636.14	I.D. 122	3,211.95
M.D. 45	1,747.33	I.D. 124	28,354.86
I.D. 46	10,645.63	I.D. 125	69,278.86
M.D. 47	17,641.23	I.D. 126	29,281.91
M.D. 48	51,549.00	I.D. 128	5,406.38
M.D. 49	46,661.47	I.D. 129	342.82
I.D. 50	23,124.22	M.D. 130	76,945.46
M.D. 52	18,072.14	I.D. 131	33,984.98
M.D. 53	26,096.28	I.D. 132	20,915.88
M.D. 54	35.00	M.D. 133	8,229.52
M.D. 55	8,609.18	I.D. 134	62,269.70
M.D. 56	45,771.00	M.D. 135	20,894.99
M.D. 57	8,442.97	M.D. 136	23,282.45
M.D. 61	1,957.44	I.D. 138	62,664.41
M.D. 62	28,092.72	I.D. 139	33,922.15
M.D. 63	32,304.39	I.D. 143	1,436.93
M.D. 64	19,249.55	I.D. 146	127.37
I.D. 65	56,613.91	I.D. 147	2,627.65
I.D. 69	38.10	I.D. 149	8,696.19
M.D. 73	705.63		
		Appropriation 2104, Income Account	\$2,399,477.68

Appropriation 2111, Grants to Municipalities for Structures (not included in above total) \$1,376,120.73

STATEMENT OF EXPENDITURE ON MAINTENANCE AND
CONSTRUCTION OF BRIDGES, PROTECTION WORKS AND DAMS

For the Year Ended March 31, 1955

CONSTRUCTION

I.D. or M.D.	Total	I.D. or M.D.	Total
General (Plus Salaries)	\$ 10,774.87	M.D. 63	\$ 24,012.83
Equipment	1,151.70	M.D. 64	103,633.68
Unemployment Insurance	1,214.28	I.D. 65	4,248.88
Administration	9,625.86	M.D. 73	125.83
Special Areas:		M.D. 74	88,486.47
S.A.2 D 3	2,922.00	M.D. 75	71,684.55
Counties:		I.D. 77	14,326.44
D. 4 County No. 2	600.00	I.D. 78	176,286.58
D. 6 County No. 3	20,248.60	M.D. 81	4,535.98
County No. 6	5,906.74	M.D. 83	39,433.07
D. 11 County No. 1	13,932.31	M.D. 84	38,734.18
M.D. 6	7,112.88	M.D. 86	11,792.40
M.D. 9	394,100.65	M.D. 89	35,660.01
I.D. 10	19,548.00	M.D. 90	8,720.84
I.D. 11	34,310.89	M.D. 92	172,288.72
M.D. 14	3,830.27	M.D. 93	331,034.91
M.D. 25	13,062.21	M.D. 94	8,549.19
M.D. 26	27,079.62	I.D. 95	458,327.88
I.D. 27	2,726.54	I.D. 108	156,292.15
M.D. 31	247,997.00	I.D. 109	69,853.83
I.D. 42	101,847.25	I.D. 110	73,438.93
M.D. 43	40,876.85	M.D. 124	56,110.95
M.D. 45	40,008.53	I.D. 125	67,248.17
M.D. 48	4,912.71	I.D. 126	44,661.84
M.D. 49	284,574.96	I.D. 131	104,487.73
M.D. 54	4,632.48	I.D. 132	440,637.60
M.D. 55	39,785.35	M.D. 133	258,003.38
M.D. 56	919.45	I.D. 134	36,876.26
M.D. 61	56,442.63	M.D. 136	1,026.45
M.D. 62	87,094.16	I.D. 138	330,412.88
		Appropriation 2153, Capital Account	\$4,708,171.40

Trans - Canada Highway Appropriation 2156B

I.D. 11	3,983.25	I.D. 46	14,110.61
M.D. 40	22,657.97	City of Calgary	151.96
M.D. 44	23.52	City of Medicine Hat	267,694.49
			\$ 308,621.80

SUMMARY

Income Account — Appropriation No. 2104	\$2,399,477.68
Capital Account —	
Appropriation No. 2153	\$4,708,171.40
Appropriation No. 2156 (Bridges)	308,621.80
	5,016,793.20
	\$7,416,270.88

Salaries are included in Totals.

Appropriation No. 2111 — Grants to Municipalities for Structures (Not included in above total) \$1,376,120.73

GRANTS TO MUNICIPALITIES FOR STRUCTURES

For the Year Ended March 31, 1955

Municipality	Location	Total
City of Medicine Hat	Vehicle Subway	\$ 26,120.73
City of Edmonton	West End Bridge	500,000.00
City of Calgary	Cushing Bridge	150,000.00
City of Calgary	14th St. West Bridge	700,000.00
		\$1,376,120.73

SURVEYS BRANCH

Report for the Year Ended March 31, 1955

(C. W. LESTER, Director of Surveys)

SURVEYS: Field Work

During the year, twelve (12) field parties were employed between the first day of May and the end of October. Nine (9) of the parties were Government employees surveying mainly new highways, road diversions and miscellaneous surveys requested by other departments of the Government. The greatest volume of this work consisted of legal surveys of main highways and widening of existing highways. One of the parties was employed part of the time inspecting surveys at the request of the Registrar of the Land Titles Office, and inspection of Township Subdivision Surveys which were being made in the Wanham, Valleyview and Grande Prairie districts. Approximately 717 miles of main highways were surveyed during the 1954 season, which involved the re-establishment of 349 miles of intersected land lines.

The three (3) private survey parties employed at Government rates were employed mostly on new roads, road diversions, etc., in improvement districts in the Nanton, Calgary, Rocky Mountain House and Pigeon Lake areas. The party of Mr. R. McCutcheon completed approximately 50 miles of main highway which necessitated the intersection of thirty-one (31) miles of land lines. The two parties supplied by Stewart, Little, Stewart, Weir and Williams completed twenty-eight (28) projects. Their work was impeded considerably by the exceptionally rainy season which made travelling on the dirt roads very difficult.

The branch managed the technical arrangements for new township subdivision surveys for the Department of Lands and Forests in the Cherry Point, Wanham, Grande Prairie and Wandering River areas. The final returns were received in the branch for checking and the preparation of the township diagrams. Another party under the control of Mr. G. Palsen was employed making restoration surveys made necessary owing to the destruction of monuments by seismographic crews.

SURVEYS: Inspections

Mr. J. F. B. O'Sullivan was engaged for six (6) months during the year, and completed approximately twenty (20) miles of highway surveys in Indian Reserves, as well as inspections of new township subdivisions.

SURVEYS: Office Work

Plans of surveys made during the summer were prepared by the district surveyors and their assistants during the winter months. One hundred and seventy-two (172) plans were prepared, in all cases in duplicate and in some cases in triplicate; forty-two (42) other plans of surveys were prepared by the draughting room staff during the year. Two hundred and eighty (280) plans of Provincial Government surveys and two hundred and eighty-four (284) plans of Municipal District Surveys were checked by the office staff prior to registration in the Land Titles Office. A number of other plans which did not require registration were also checked and approved. Of the ninety-five (95) Township Diagrams prepared since 1951, forty-seven (47) were printed in the past year and thirty-six (36) were completed this year ready for printing. Nineteen (19) diagrams on which work was done

previously, were completed during the year. Another twenty-one (21) diagrams of townships located mainly in the Peace River, Sturgeon Lake and High Prairie areas were prepared, while three (3) other diagrams were partially completed.

The number of transfers prepared covering abandoned roadways and other lands no longer required by the Department of Highways was over three hundred (300) more than in 1953-54. During the year, one thousand and seventy-nine (1,079) of these transfers were issued and in practically all cases were made to adjacent lands.

COMPENSATION FOR ROADWAYS

Five (5) right-of-way buyers were employed during the year; two (2) at Calgary and three (3) at Edmonton — one of the buyers stationed at Edmonton handled the work in the Peace River country. They were mainly employed on the negotiation of agreements for land required and property damage with the owners of land affected by main highway construction.

On occasion when the District Maintenance Engineer or Department of Public Works encountered difficulty with property owners, the buyers assisted with compensation settlement.

Approximately two thousand (2,000) agreements were completed with property owners during the course of the year. The number of payments made during the year was one thousand, eight hundred and thirty-four (1,834) involving the payment of \$782,368.74 on Main Highway Vote No. 2154-B and \$11,670.00 on Trans-Canada Highway Vote, making a total of \$794,038.74, as compared with one thousand, six hundred and eighty (1,680) payments during the 1953-54 season, involving a sum of \$502,342.26.

APPROVAL OF TOWNSITE PLANS

Pursuant to the regulations made under The Town and Rural Planning Act and The Surveys and Expropriation Act, five hundred and eighty-six (586) plans of new townsites and of additions to existing townsites were approved with respect to the provisions made for streets, lanes and Public Reserves. This number was eighty (80) less than the number of plans approved during 1953-54. Sixty-one Certificates of Title were issued to the Department of Public Works upon registration of these plans for parcels reserved for Public Works and Park purposes.

LEASES OF ROAD ALLOWANCES AND PUBLIC WORKS RESERVES

In accordance with arrangements made in 1948, the leasing of road allowances in the southern part of the Province continued to be handled by the Department of Lands and Forests, while the Surveys Branch of the Department of Highways remained responsible for the leases of road allowances north of approximately Township 36.

During the fiscal year, seventeen (17) new road allowance leases were issued and two hundred and forty-one (241) renewed in the northern part of the Province.

Twenty (20) leases of Public Works Reserves at various urban points were renewed, seven (7) new leases were issued.

PERMITS FOR UTILITIES, ETC., AFFECTING PUBLIC ROADWAYS

During the year, two hundred and seventy-two (272) permits for new power transmission lines were issued, as compared with two hundred and sixty-five (265) for 1953-54, and one hundred and seventy-eight (178) pre-

liminary plans were submitted. Three hundred and thirty-one (331) gas and oil pipe line permits were issued, compared with two hundred and twenty-three (223) for 1953-54.

The branch also issued permits for one hundred and twenty-five (125) sewer pipe lines and fifteen (15) water pipe lines.

BLUEPRINTING AND MAP PRODUCTION

Ozalid blue line printing consumed 174,350 square feet of Ozalid paper, as compared with 155,121 square feet for 1953-54.

The total value of map mounting and printing done by the branch for various departments of the Government during the year was \$11,589.27.

PURCHASES OF SITES FOR PUBLIC BUILDINGS

The Department of Public Works completed most of these transactions except where they requested proceedings under The Surveys and Expropriation Act.

Twenty-four (24) Certificates of Title for new public building sites were received.

HIGHWAY CONTROL

The number of permits issued for construction of service stations and general development under the Highway Control Regulations are shown in the general summary.

The following is a summary of the work of the branch described above:

Surveys required and brought forward from 1953	515
Surveys asked for during 1954	200
Surveys made during 1954	233
Surveys reverting to M. D. Authorities	163
Surveys carried over to 1955	319
Plans submitted and examined on behalf of Municipal Districts	284
Plans prepared and filed in Land Titles Office	280
New and Revised Township Plans prepared	46
Certificates of Title received for lands given for public purposes under departmental regulations as to subdivisions	61
Certificates of Title to public buildings	24
Transfers issued covering lands no longer required	1,079
Number of plans of subdivisions approved	586
Plans of re-established corners under Section 78 Alberta Surveys Act	58
Irrigation Permits issued	6
Preliminary plans of power transmission lines submitted	178
Power Transmission Line Permits issued	272
Water pipe line permits issued	15
Sewer pipe line permits issued	25
Gas and Oil pipe line permits issued	331
Vouchers issued for compensation	1,834
Leases of road allowances in force	265
New Leases of road allowances issued	17
Leases of Public Works Reserves issued	27
Highway Control — Permits issued: Service Stations	81
Drive-In Theatres	1
Signs	21
General Development	101

LOCATION BRANCH

Report for the Year Ended March 31, 1955

(J. F. LESTER, Chief Location Engineer)

During the year under review, four engineers and five parties were engaged in the field on the survey work for the following projects:

1. Completing the work in hand at the commencement of the year —

Highway

- 1-C-1 Trans-Canada — Calgary to South of Radnor.
- 1-C-2 Trans-Canada — South of Radnor to Canmore.
- 2-J-1 Rycroft to Dunvegan.
- 28-B-1 Waskatenau to Smoky Lake.
- 43.41 Entwistle to Drayton Valley.

2. Surveys were undertaken on the following projects —

- 2-B-2 Durward to High River.
- 2-B-3 High River to Aldersyde.
- 2-G-3 Little Smoky to Donnelly.
- 3-B-1 Oldman River to Lethbridge.
- 12-B-2 Castor Revision.
- 13-A Hughenden to Metiskow.
- 14-A Wainwright to North of Edgerton.
- 16-C-2 Wabamun Revision.
- 16-D-3 Hinton to Jasper Park Gates.
- 28-B-1 Smoky Lake to Vilna.
- 34-A-2 Sturgeon Heights to Sixth Meridian.
- 36-B-2 North of Lavoy to Two Hills.
- 43-A-2 Greencourt to Whitecourt.
- 45-B Junction of Highway 41 to Marwayne.
- 49-B-2 Gordondale to B.C. boundary.

3. Reconnaissance was carried out for probable future development in the following areas —

- 2-B-3 Investigation for possible Calgary bypass.
- 11-C Proposed bridge crossing of Cline River.
- 13-A Metiskow to Saskatchewan boundary.
- 14-A North of Edgerton to North of Chauvin.
- 28-B-2 Vilna to Ashmont.
- 34-A-1 Triangle to Little Smoky River South of Donnelly.
- 43.40 Big Valley to Morrin Corner.
- 45-B Marwayne to Saskatchewan border.

Co-operating with the Surveys Branch, applications for permits to construct various utilities were examined prior to the issuing of permits with the purpose of avoiding complications for subsequent main highway development.

During the year the following applications for permits were examined:

- 119 Gas or Oil Pipe Lines
- 411 Power Lines
- 41 Sewer or Water Lines
- 10 Miscellaneous

GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF HIGHWAYS

Expenditure April 1, 1954, to March 31, 1955
Highway Locations — 2157

SUMMARY

General	\$ 23,385.72
2-B-2 — Stavely to High River	6,689.35
2-B-3 — High River to Calgary	7,544.73
2-C-3 — Bowden to Red Deer	1,875.09
2-G-3 — Triangle to Donnelly	6,806.15
2-J-1 — Dunvegan to Woking	9,181.82
2-K-1 — Grande Prairie to Beaverlodge	35.00
3-B-1 — Lethbridge to Macleod	3,660.09
11-C — Brazeau to Banff Park	1,326.04
13-A — Hayter to Hughenden	5,490.41
14-A — Saskatchewan Boundary to Wainwright	5,811.26
14-B-2 — Irma to Viking	11.75
16-C-2 — Carvel Corner to Entwistle	2,479.55
16-D-2 — Edson to Obed	1,170.52
16-D-3 — Obed to Jasper Park Boundary	8,759.01
28-B-1 — Waskatenau to Vilna	5,146.70
28-B-2 — Vilna to St. Paul	2,114.59
34-A-2 — Valleyview to 6th Meridian	13,547.54
34-A-3 — 6th Meridian to Junction Highway No. 2	2,575.71
36-B-2 — Lavoy to Two Hills	2,082.96
43-A-2 — Sangudo to Whitecourt	9,085.44
45-A — Derwent East	7,406.08
49-B-2 — Donnelly to Blueberry Corner	13,158.37
53-A — Ponoka, East of Wood River	277.37
43:40 — Stettler to Big Valley	7,286.51
43:41 — Entwistle to Drayton Valley	1,866.79
	<u>\$148,774.55</u>
Salaries — Appropriation 2157-A included	\$ 30,686.98

MOTOR VEHICLE BRANCH

(H. R. CLARK, Registrar)

It will be noted that this is the first report of the newly formed Motor Vehicle Branch of the Department, due to the transfer and amalgamation of the Motor Vehicle Branch, Provincial Secretary's Department, and the Highway Traffic Board, Department of Highways, as at October 1st, 1954.

Motor vehicle registrations for the past year showed a marked increase over the previous year, registrations being as follows:

Passenger Cars	221,289
Public Service and Commercial Vehicles	116,786
Motorcycles	1,853
Dealers	1,713

During the year the following operator's licenses were issued:

Driver's	362,485
Chauffeur's	55,341

The Drivers' Clinic reports that during the calendar year 19,674 driver examinations were given as per the following:

PLACE	Examined	Approved	Failed Completely	Abeyance
Edmonton	10,096	8,288	5	1,803
Calgary	6,722	5,182	1	1,539
Lethbridge	1,085	836		249
Medicine Hat	513	350		163
Drumheller	248	184		64
Wetaskiwin	166	127		39
Red Deer	869	632		237
Peace River	31	24		7
Grande Prairie	34	25		9
	19,764	15,648	6	4,110

RESTRICTIONS

Glasses	2,366
Special Equipment	258
Motorcycle	83
Power Bike or Scooter	25
Speed	16
Daylight	14
Area	16
TOTAL	2,778

The following table shows comparison of accidents between the calendar years 1953 and 1954.

	Calendar Year 1953	Calendar Year 1954
Accidents All Classes	15,659	16,415
Accidents Where Damages Exceeded \$75.00	14,290	14,538
Fatal Accidents	154	134
Personal Injury Accidents	3,114	2,910
Persons Killed In Fatal Accidents	227	177
Persons Injured In Motor Vehicle Accidents	4,578	4,324
Convictions Under 285 (4) C.C.C. (Intoxicated in charge of a motor vehicle)	201	181
Convictions Under 285 (4a) C.C.C. (Impaired in charge of a motor vehicle)	1,166	1,051
Driver's Licenses Suspended By Court Order	941	716
Persons Required to File Proof of Financial Responsibility	2,576	2,833
Judgments	161	193

As a result of these accidents convictions under the Vehicles and Highway Traffic Act and the Criminal Code of Canada were as follows:

	1953 V.H.T.A.	Calendar Year Section 285 C.C.C.	1954 V.H.T.A.	Calendar Year Section 285 C.C.C.
TOTALS	15,457	1,838	17,995	1,528

Safety educational work for the year was conducted by staff members of the Highway Traffic Board and Motor Vehicle Branch, and the following is a list of their activities:

Number of schools visited and lectures given	111
Number of attending students	12,247
Number of adult meetings and lectures given	77
Number of adults in attendance	3,919
Total lectures	188
Total attendance	16,166

Arrangements with 10 local clubs were completed for the holding of "Car-road-eo's". Of these, nine were held, one being cancelled due to heavy rain.

Average number of contestants at these road-eos was 12.

Provincial finals were held in Edmonton October 23, 1954 in front of the Legislative Buildings.

Highway Traffic Board meetings were conducted during the year, at which, problems dealing with bus operations, transportations, equipment licensing, and other subjects were given the attention of the board.

NEW FRANCHISES GRANTED

Canadian Coachways Ltd.	Fort Vermilion Junction to Fort Vermilion
Spruce Cliff Apartments Ltd.	Calgary area
Cardinal Coach Lines Ltd.	Calgary to Jumping Pound

DISCONTINUED SERVICE

Fedoruk, W.	Vauxhall to Taber
Sorensen Bus Lines Ltd.	Rocky Mountain House to Nordegg
Hamilton, I. J.	Lethbridge to Mine
Truckey, A.	Lake Isle to Noyes Crossing

Certificates in effect at March 31st, 1955:

Alberta Eastern Bus Lines Ltd.	Edmonton to Lloydminster
Allan & Wilson	Ponoka to Mental Hospital
Blue Goose Lines Ltd.	Edmonton to Lac La Biche
Beverly Bus Lines Ltd.	Edmonton to Clover Bar
Branch Lines Ltd.	Edson to Luscar
Cardinal Coach Lines Ltd.	Calgary to Stettler
	Red Deer to Consort
	Stettler to Drumheller
	Red Deer to Three Hills
	Calgary to Bearspaw Dam
	Calgary to Jumping Pound
Canadian Coachways Ltd.	Fort Vermilion Junction to Fort Vermilion
	Peace River to North West Territory Boundary
	High Prairie to Hines Creek
	McLennan to B.C. Border
	Grande Prairie to Peace River
	Edmonton to B.C. Border
	Edmonton to Smith
	Edmonton to Lac La Nonne
	Edmonton to Whitecourt
	Edmonton to Jasper Place
	Edmonton to East Edmonton Industrial Area
Diamond Bus Lines	Coleman to Crowsnest
Dicken Bus Lines	Red Deer
Donaghey, D. A.	Crowsnest Pass Area
Ferstay, J.	Edmonton to Violet Grove
Franklin, S. A.	Edmonton to Moon Lake
	Carway to Waterton
Glacier Park Transport Co.	Calgary
Glenco Eng. & Const. Co. Ltd.	Caroline to Red Deer
Kanton, Mrs. I.	Lethbridge to Vauxhall
Kotch, F. S.	Calgary to Longview
Monden, Felix	Calgary to Nitrogen Plant
	Edmonton to Barrhead
Northland Arrow Lines Ltd.	Barrhead to Fort Assiniboine
	Barrhead to Mystery Lake

Petrone, G.	Hillcrest to Bellevue
Phillip, J. A.	Sundre to Olds
Ratcliffe, W. H.	Calgary to Hubalta
Sorensen Bus Lines Ltd.	Red Deer to Rocky Mountain House
	Red Deer to Penhold Airport
Spruce Cliff Apartments Ltd.	Calgary
Sunburst Motor Coaches Ltd.	Edmonton to Chauvin
	Edmonton to Elk Point
	Edmonton to Cold Lake
	Edmonton to Saskatchewan Border
	Edmonton to Alliance
	Edmonton to Alix
	Edmonton to Buck Lake
Truckey, A.	Noyes Crossing to Edmonton
U.M.W.A.	Lethbridge to Galt Mine
Valley Bus Lines Ltd.	Drumheller to Nacmine
	Drumheller to Wayne
	Drumheller to Midland
	Drumheller to East Coulee
Van Wert, T.	Medicine Hat to Redcliffe
Western Canadian Greyhound Lines Ltd.	Edmonton to Lloydminster
	Edmonton to Hinton
	Edmonton to Calgary
	Calgary to Lethbridge
	Calgary to Medicine Hat
	Lethbridge to Walsh
	Lethbridge to Cardston
	Macleod to Crowsnest
	Macleod to Waterton
	Pincher Creek to Waterton
	Calgary to Banff
	Hinton to Jasper
	Calgary to Saskatchewan Border
	Lethbridge to Coutts
Wilhauk, P.	City of Camrose

The following shows the year's activities by all bus companies:

ACTUAL MILES TRAVELLED

	Dirt Highways	Surfaced Highways	TOTAL
1954 - 55	90,859	7,127,664	7,218,523
1953 - 54	162,687	6,895,617	7,058,304
	INCREASE		160,219

PASSENGER MILES TRAVELLED

	Dirt Highways	Surfaced Highways	TOTAL
1954 - 55	2,038,697	242,033,060	244,071,757
1953 - 54	4,860,466	233,351,400	238,211,866
	INCREASE		5,859,891

Approximately 3,438,370 passengers were carried.

